5 cents

APRIL, 1954

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# PACIFIC FISHERMAN

Fish Sticks Stand Out

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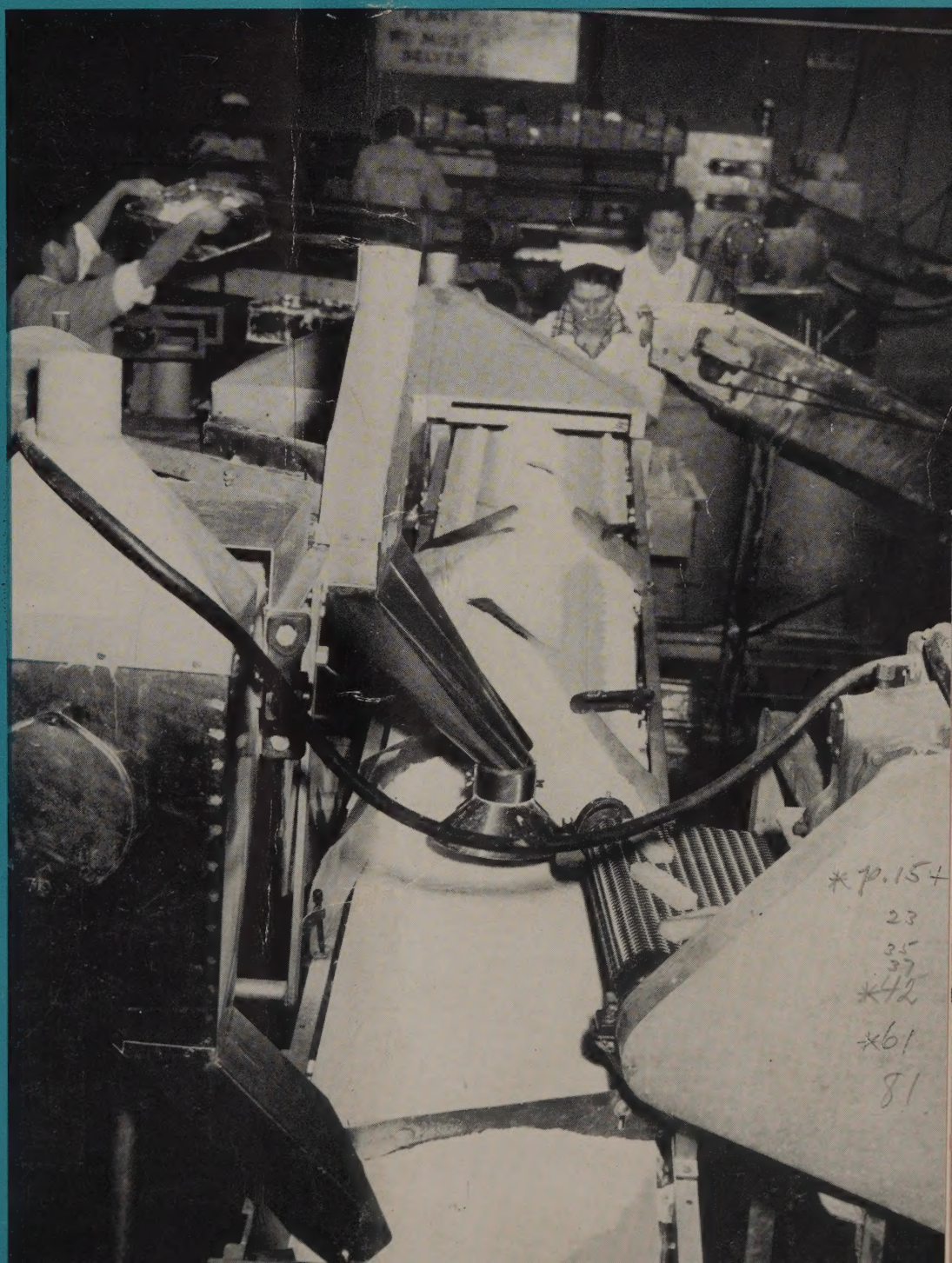
Page 25



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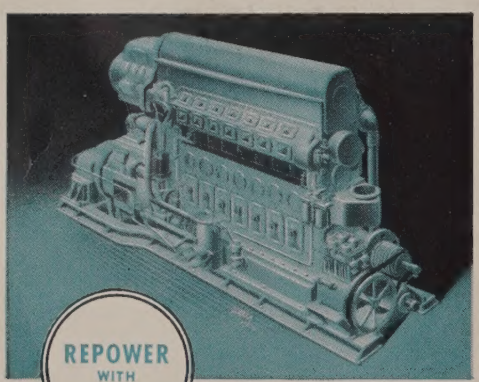
# Have you heard?

"Have you heard . . . about that boat that just tied up over there? You know, the one that always used to be the last one out . . . last one in . . . and *always* had the smallest catch? Well it's Highliner for the month . . . and all because of something called Re-Powered with O-P."

The gulls may not be talking at your dock, but chances are everyone else is talking about the *new* Fairbanks-Morse Opposed-Piston Diesel engine designed for your power requirements in the 225 to 750 horsepower class.

This is the engine that will fit your present engine compartment—with all accessories engine-mounted—and give you more power and performance!

Hard to believe? Listen to this: This engine is 20% less in length and width . . . weighs about 20 pounds per horsepower . . . has 40% fewer moving parts . . . and because it is a completely packaged unit, can be fitted for about ⅓ the cost of other replacement units.




There's more . . . all of it of interest to *you*. So call your Fairbanks-Morse Marine Specialist today or write Fairbanks, Morse & Co., 600 S. Michigan Ave., Chicago 5, Ill.

**Model 38F Marine O-P Diesel for the 225 to 750 horsepower class.**

**FAIRBANKS-MORSE**

***a name worth remembering when you want the best***

DIESEL AND DUAL FUEL ENGINES • DIESEL LOCOMOTIVES • RAIL CARS • ELECTRICAL MACHINERY
PUMPS • SCALES • HOME WATER SERVICE EQUIPMENT • FARM MACHINERY • MAGNETOS

# PACIFIC FISHERMAN

April, 1954 Volume 52, No. 5

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DeWitt Gilbert ..... Editor
A. W. Ponsford ..... Associate Editor
Stuart F. Leete ..... Associate Editor
Charles L. Shaw ..... Associate Editor
C. L. Hillyard ..... Advertising Mgr.

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Miller Freeman ..... President
Lawrence K. Smith ..... Vice President
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**Editorial & Advertising Offices**

71 Columbia St., Seattle 4, Wash.
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# Conserving the Riches Of the Seas

(Honolulu "Star-Bulletin," Mar. 2, 1954)

TO MOST people, fishing is just a pleasant pastime. To others it is a livelihood. To an enlightened few it is a rich food resource to be developed and protected.

In the third group belongs Miller Freeman, veteran editor and publisher of Puget Sound trade journals, who for 50 years has been waging a vigorous fight for sound fisheries conservation in the North Pacific.

* * *

He was alarmed first many years ago. Salmon began to disappear from the Fraser River in British Columbia. Largely through his persistent efforts, a conservation treaty between the United States and Canada was put into effect.

Now he has been largely instrumental in bringing the United States, Canada and Japan together in an International North Pacific Fisheries Treaty. This pledges the participating nations to pool their scientific research through a commission so that the vast fishing resources of this area can be conserved and protected from the "Anarchy" of exploitation which formerly prevailed in this region.

* * *

Hawaii is interested in this development not only because we use much of the product of North Pacific waters, but becase Hawaii is at the center of another vast fishing area. The lessons of the North Pacific are worth notice here.

As the land resources of the world become overtaxed by the increasing demand for food for a growing population, we will find ourselves more and more turning to the sea for food harvests.

It is wise to conserve these resources so that they can continue to produce at a maximum rate without depletion.

## Attention of Long-Liners Focuses on Line Islands

MARKING a new step in the development of an American mid-Pacific tuna fishery is the 75-year lease taken on Palmyra Island, 960 miles south of Honolulu, by Palmyra Development Co., controlled by Chris Dahl and Dean Kayler, partners in the Kayler-Dahl Fish Co. of Petersburg, Alaska.

The lease was negotiated with the Fullard-Leo family, long-time inhabitants of the island, who recently were confirmed in title to it after its occupancy by the Navy during the war.

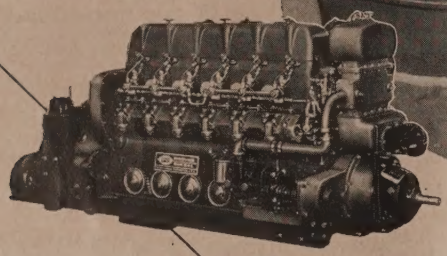
Mr. Kayler returned to Seattle in March after spending several months in the mid-Pacific and at time of writing Mr. Dahl was at Palmyra, preparing for the arrival of three boats which will fish with long-lines in the vicinity. They will deliver their tuna catches to the Nawiliwili Canning Co., in the Hawaiian Islands.

Fishing vessels presently employed in the venture are: **Commonwealth,** Capt. Harry Sperling; **Brothers,** Capt. Arthur Otness; **Oceanic,** Capt. Erling Oswald. All were equipped with refrigeration before leaving Seattle for Palmyra.

long-distance shrimper

"Rio Bravo"

# "Gets MORE POWER for LESS MONEY"



P&H Marine Diesel Model 687-CM,
138 horsepower at 1400 r.p.m.

## since repowering with P&H MARINE DIESELS 2-cycle

If you want more power while actually spending *less* for fuel, take a tip from Captain John Weisch, Port Isabel, Texas. His hard-working shrimper, "Rio Bravo," is getting it. Trip after trip, his twin 6-cylinder P&H Marine Diesels pile up the savings, put money in the bank.

***Here's what he says about his P&H Diesels:***

"I get dependable performance from the two Model 687-C P&H Diesels recently installed in "Rio Bravo." When you shrimp as far away as the Campeche Bay area, you have to depend on good performance from your engines.

"In using P&H Diesels, I get more power for less money and at the same time use less fuel. This saving on operating expense makes our pay loads more profitable."

P&H Marine Diesels give you every proved advancement in diesel science. They operate more efficiently because they are more efficiently designed; are far simpler, have fewer parts. They are 2-cycle, with a power impulse *every* downstroke of the piston.

You'll find P&H Diesels much easier to understand and maintain. Here's proof: The patented P&H cylinder assembly permits you to replace the head, liner, piston, and rod as one lightweight, easy-to-handle unit — *in only 40 minutes!* You don't even drop the pan.

Put new profits in your fishing. Investigate P&H Marine Diesels now. Models up to 138 horsepower, 2, 3, 4, and 6 cylinders. See your P&H representative for all the facts. Or write us.

P&H DIESEL ENGINE DIVISION

**HARNISCHFEGER CORPORATION**

CRYSTAL LAKE, ILLINOIS

**Accessibility That Pays Off . . .**

Careful designing, with all parts and accessories located in the right places for easy reaching and working, make P&H Marine Diesel engines unusually accessible. For example, each cylinder has its own injection pump. These are separate, easy to get to — you replace only the pump affected, not a big, costly unit that serves an entire engine.

*the* P&H *Line*

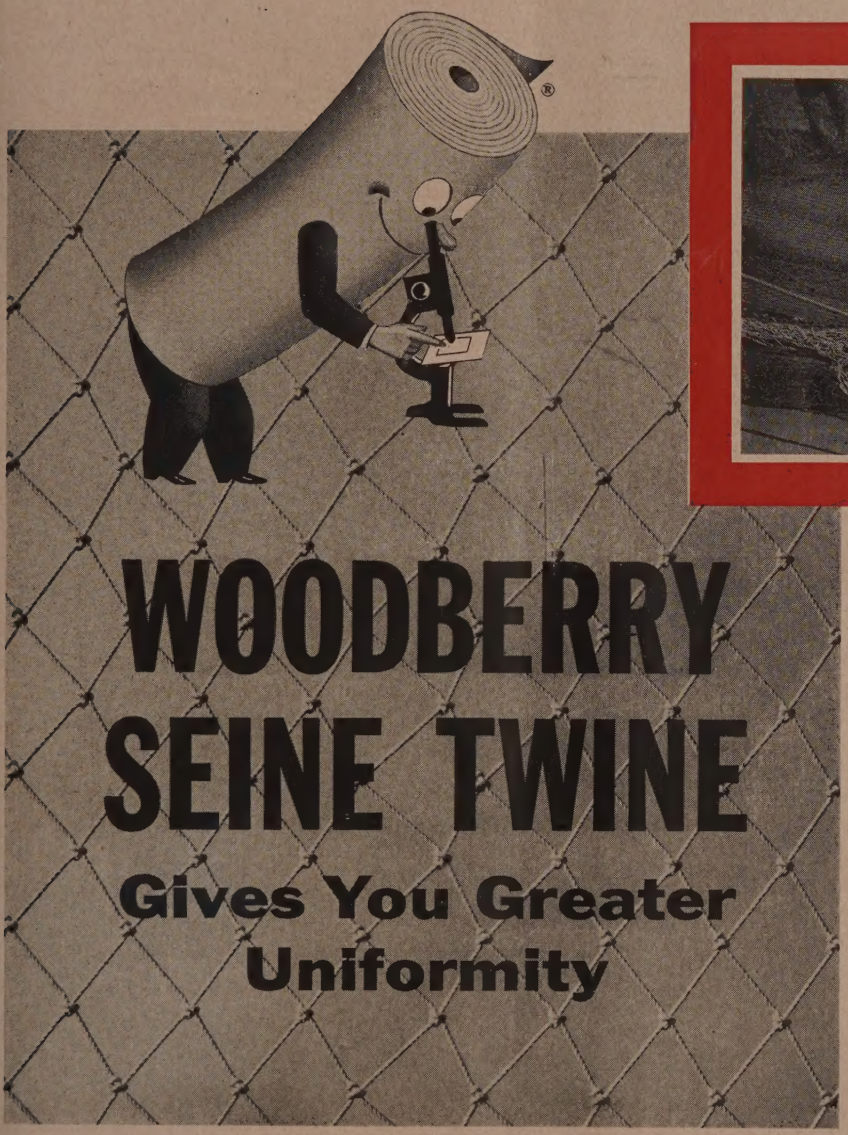
ENGINE SALES & SERVICE
Los Angeles, Calif.

MARINE & INDUSTRIAL POWER, INC.
San Diego, Calif.

PARKER DIESEL ENGINEERING CO.
Oakland, Calif.

# UNIFORMITY

## Makes The Big Difference In SEINE TWINE



# WOODBERRY SEINE TWINE

## Gives You Greater Uniformity

Checking evenness of roving with Belger Tester. One of a series of comprehensive laboratory controls throughout production to assure uniformity in all Mt. Vernon-Woodberry products.

*Mt. Vernon-Woodberry Mills*

Main Office: 40 Worth St., New York
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TURNER HALSEY COMPANY
*Selling Agents*

Wherever you live – enjoy this tempting
TEXAS BARBECUE SUPPER!
It's so easy – with today's extra-delicious canned foods!
You don't have to live in the wide open spaces—you don't even have to have an outdoor grill—to treat your family and friends to this real Texas-style barbecue.
You can fix it superbly, in your own kitchen in minutes . . . because all of the major ingredients come right out of cans!
From the tender chunks of meat to the golden, yellow corn and sun-ripened fruits . . . you'll find them all at your corner grocery—in Canco cans, made by the American Can Company.
And like all the foods that come in modern Canco cans, they're more than just convenient. They're packed with downright delicious flavor—and often with more vitamins and nourishment than you get in "fresh-bought" varieties.
This is one of many popular American meals you can prepare more easily, tastily, and economically today because the American Can Company pioneered in the perfection of the modern can for food. Won't you try the recipes? You'll like them!
American Can Company
Containers to help people live better
The American Can Company not only makes the cans that bring you today's foods at their most delicious, freshest best . . . it also cooperates with growers and packers to help them make certain that the foods that go into these cans are top-very finest in the land.
One of a series of favorite American meals brought to you by the American Can Company.
Registered Trademark of the American Can Company
PINEAPPLE-LIME COCKTAIL
TEXAS RAISINS
TOMATO BARBECUE SAUCE
PARSLEY BUTTERED CORN
RANCHO SALAD
GRAPEFRUIT-PEACH DELIGHT
GOOD HOT COFFEE
For other appetizing menus and recipes send for new canned foods cook book!

# It's designed to help you sell more in '54!

**The American Can Company is now advertising canned foods and beverages for you in national consumer magazines. This spectacular program reaching 47,700,000 consumers about once every three weeks will help you sell more in '54. Cash in on it!**

The advertisement shown above appears in beautiful full color in the April 19th issue of LIFE and in the May issues of *McCall's* and *Good Housekeeping*.

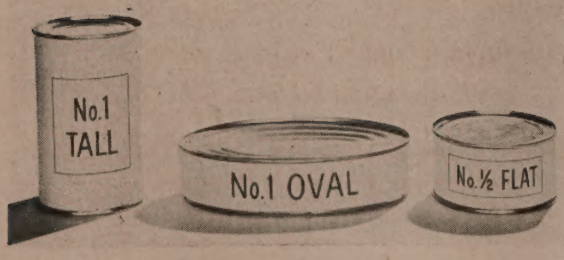
It's a Canco ad—but its aim is to sell canned foods and beverages. Like the others which will follow it, this advertisement features a complete regional meal prepared almost entirely from canned foods and canned beverages. Clear, easy-to-follow recipes invite even the most inexperienced homemaker to prepare the various dishes *in minutes*.

Canco will stimulate your sales—*help you sell more in '54*—by increasing public appreciation for canned foods and the modern container which makes such wonderful meals and beverages available to everyone *quickly and easily*.

*Containers to help people live better*

## AMERICAN CAN COMPANY

New York, Chicago, San Francisco; Hamilton, Canada CANCO




*Canco offers* you the finest full line of cans for fish and fish products available anywhere. *Whatever* your need, *wherever* your need, Canco has the *right* package.

# ADAMS NETTING

## wears less under peak loads

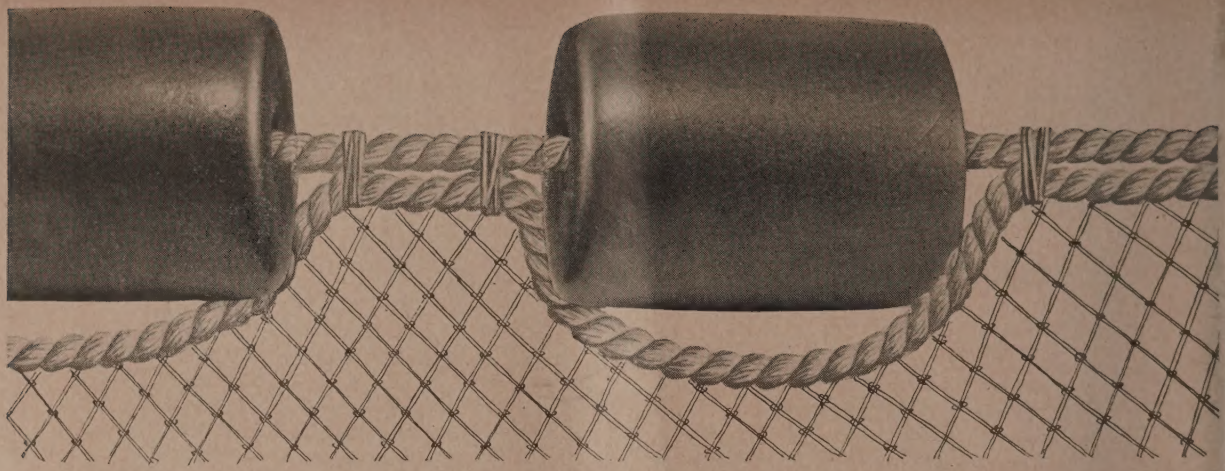
**You'll agree** that fish netting is *only as good* as the twine that's in it.

Adams recognized this fact many years ago. That's why Adams Best seine twine is made of specially selected cotton...with all waste removed...and with nothing but the longest, strongest fibres left in. This superb fibre is first spun into yarn. Then under rigid inspection, it is converted into finished twine. It is here that Adams quality is superior in every way. Under a special process Adams sees that every fibre is so well BALANCED that you get full strength from every fibre. Now you can see why Adams honestly gives you longer net life with less repair. Add to this Adams 100% even mesh with perfect machine-tied knots and you have the most profitable net on the market today. Make your next netting Adams Best.

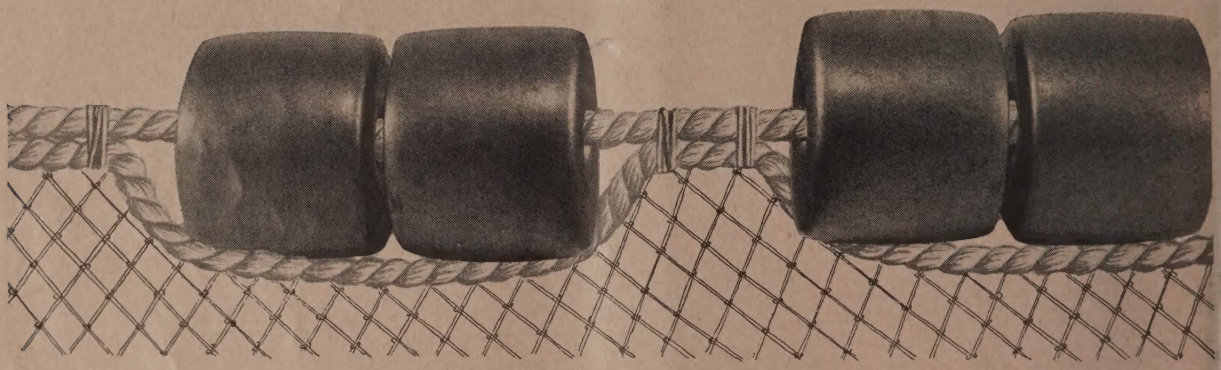
**"NORTH, SOUTH, EAST or WEST you'll always find Adams BEST"**

**Adams Net and Twine Division**
**THE LINEN THREAD CO. INC.**
701 North 2nd Street, St. Louis, Missouri

ADAMS
Nets · Twine
ADAMS' BEST



# Better than Cork! Cheaper than Cork!



# NEW SPONGEX SEINE FLOATS

## give you these advantages:

- Spongex floats cost less than cork.*
- Spongex floats are more buoyant than cork . . . fewer Spongex floats are needed.
- Spongex floats last years longer than cork. Their buoyancy is unaffected by water-logging, punctures or cuts. They do not rot . . . harbor no marine growth . . . never need drying-out.
- Nets and lines do not foul on the smooth plastic surface of Spongex floats.

*Cost of the Spongex float, averaged over its size range (3x3 3½x3, 4x3, 4x6, 6x6¾, 6x7½) is less than cork in corresponding sizes. And, as the Spongex float has greater buoyancy . . . *dry* buoyancy versus cork's loss to water absorption . . . the cost is increasingly less.

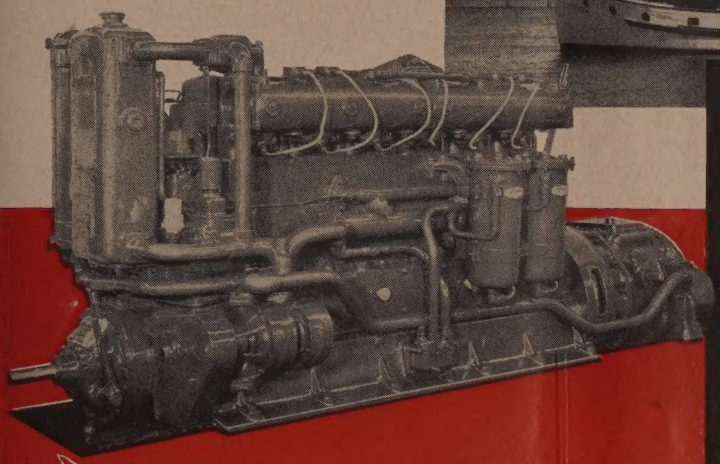
These Spongex floats are brand new. Your supplier may not have them yet. If not, let us know your needs. Write

**THE SPONGE RUBBER PRODUCTS COMPANY**
**45** Derby Place, Shelton, Conn.

ANOTHER SPONGEX PRODUCT

The "Eileen," veteran of 17 years in crab, salmon, tuna and shark fishing.

4-cycle Atlas Marine Diesel, embodying recently developed features, but the same type of Atlas engine which was installed when the "Eileen" was launched.



. . . "I have paid out on my Atlas Diesel . . . over the past 17 years . . . $162 (for parts) including labor and connecting rod bolts, eight bolts and nuts for connecting bearings.

"The pistons and the main bearings have never been touched and the engine has never been apart . . . and is still operating very satisfactorily."

Harry G. Olson
*Owner*

# $162. IN PARTS AND LABOR IN 17 YEARS OF FISHING WITH ATLAS MARINE DIESEL

Naturally, in the 17 years since the "Eileen" was launched, Atlas and Superior Diesels have been constantly improved to keep pace with present-day marine requirements. In the development process every effort has been directed toward building Superior and Atlas engines which will give this same kind of service year in and year out. If you'd like a copy of Skipper Olson's letter, and a bulletin describing modern Atlas Diesels of the type which powers the "Eileen," just drop a note or postcard to Springfield.

DIESEL DUAL FUEL GAS

THE NATIONAL SUPPLY COMPANY — NSCO — ATLAS Imperial DIESEL ENGINES — Superior ENGINES — DISTRIBUTOR OF Lister DIESELS IN U.S.A.

## THE NATIONAL SUPPLY COMPANY

**ENGINE DIVISION** PLANT AND GENERAL OFFICES: SPRINGFIELD, OHIO

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# You keep 98 out of every 100 fish gilled with Pauls Netting

This is the one and only Pauls Locknot. Do not be fooled by substitutes.

Pauls quality netting is also available for seines, traps and other commercial fishing nets.

Did you ever stop to think how much *extra* money you make with Pauls Locknot Gill Netting? Take a pencil and work it out for yourself.

Pauls Locknot makes sure that you keep an average of 98 out of every 100 gilled salmon, shad or sea bass. Many ordinary nets are 10 to 25% less efficient. Pauls Netting is reasonably priced, too. So it's easy to see why you make more profit per pound with Pauls Locknot.

Try Pauls Netting the very next time you buy gear. You'll see then how Pauls' amazingly different double knot netting prevents slipping and sawing . . . how it gives you peak hauls without breaking under the load.

Investigate Pauls Netting today.

**PAULS**

FISH NET DIVISION
THE LINEN THREAD COMPANY
357 West Ohio Street • Chicago, Illinois

**PAULS** netting is sold on the Pacific coast by these reputable distributors

*Alfred Puusti and Company*
212 Taylor Avenue
Astoria, Oregon

*F. J. Cardinalli*
Pittsburgh, California
*Horace Mercurio*
223 Alvarado Street
Monterey, California

*Nordby Supply Co.*
1300 Western Avenue
Seattle, Washington

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# NO TIME FOR TINKERING ABOARD THE "HOMER"

The power barge *Homer,* owned by Kayler-Dahl Fish Co., Seattle, is one of the busiest boats working off the Alaskan coast. Her two Cat* D17000 Engines frequently run 24 hours a day, month after month. Last year they operated 6000 hours!

The *Homer,* 105 feet over all, has a 30-foot beam and 6-foot draft. She grosses 192 tons, and her business is packing and freezing salmon and other gill net and seine fish. In addition to driving her 46 x 32 propellers, the two main engines power winches, pumps and a small generator. Auxiliary power for cargo winches and refrigeration is supplied by a Caterpillar D8800 Electric Set.

Captain Bud Fields says: "We've given these engines mighty hard use the past year, and they're really fine."

It costs him time and money to tinker with a balky engine. That's why so many owners are choosing Caterpillar Diesels to power new boats or repower old ones. They know these engines are *money-makers.*

Your Caterpillar Dealer has 12 engine sizes, up to 400 HP for continuous, non-stop duty; marine electric sets up to 315 KW. And the long life of every unit is backed by reliable dockside service at all ports. Call your dealer today.

Caterpillar Tractor Co., San Leandro, Cal.; Peoria, Ill., U.S.A.

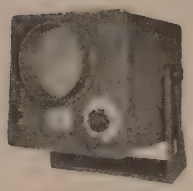
**CATERPILLAR***

*Both Cat and Caterpillar are registered trademarks—®

**SPECIFY CAT POWER FOR HIGH-PROFIT PERFORMANCE**

# INSURE Better Fishing with Hiller Specialties

**Bendix depth recorders, indicators and pilots** mean safe navigating and plenty **FISH!**



**The FISHSCOPE** locates the catch, then enlarges it so you can **FISH!**

**The Honeywell Sea Scanar** looks ahead and each side, sweeping the ocean like an underwater searchlight. Always indicating **FISH!**

**Insure quick starts,** excellent illumination, sure communication, leaving you to catch the **FISH!**

**Washington Olympic ranges** warm and feed the most successful fishermen of the Pacific Ocean **FISH!**

**Engine and gear controls** — sure guide, confident handling increases the catch of **FISH!**

**"The Old Reliable" CO-Two Fire System.** The best protection for your life, your boat and your **FISH!**

Southern California Distributors

*Safety At Sea Since 1927*

PAUL W. HILLER

315 AVALON BLVD. WILMINGTON, CALIFORNIA

## HAUL MORE HAULS WITH THIS NEW FISHING ROPE...

## ROEBLING PREFORMED

# SPECIAL GALVANIZED

YOU GOTTA SAVE MONEY with this new fishing rope. Roebling's given it the whole works:

**Special galvanizing** by an improved method that gives *every* wire in the rope extra resistance to corrosion:

**Preforming** for handling ease, smooth drum winding, top resistance to bending. This is the original preformed fishing rope.

**Core protection** by impregnating each fibre core with a preservative that resists excessive absorption... reduces destructive action of salt water, fungi, mildew and dry rot.

Next time you order fishing rope, order Roebling's New Preformed Special Galvanized. And for standing rigging or any other service there's a Roebling wire rope designed for top dependability and long-run economy. Call your distributor or the nearest Roebling office. Look in the yellow pages. John A. Roebling's Sons Corporation, Trenton 2, N. J.

ROEBLING

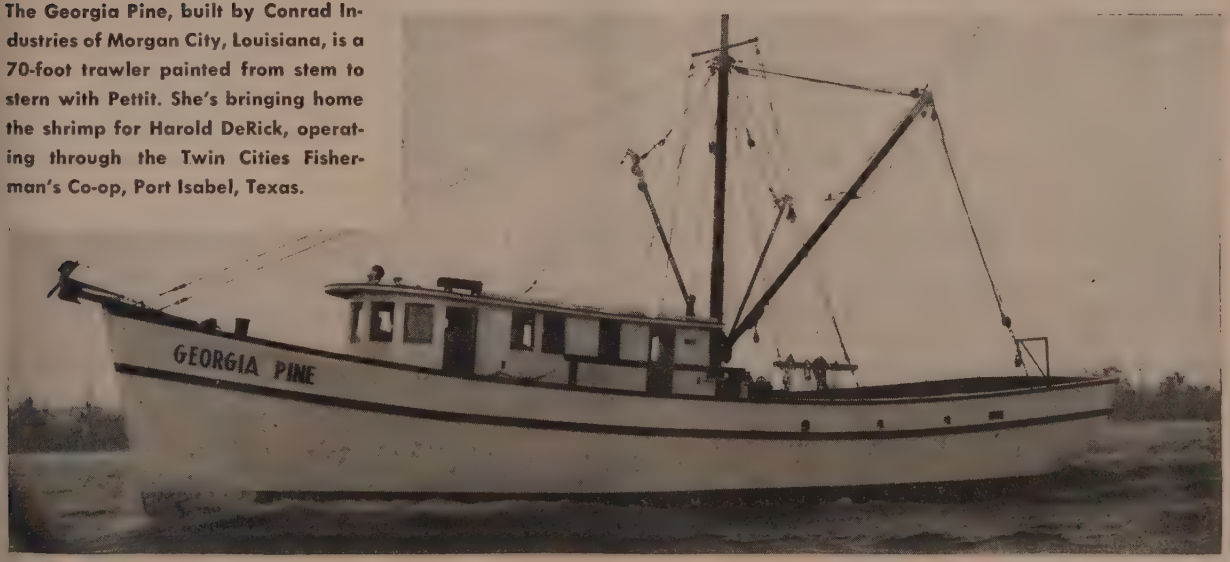
*Subsidiary of The Colorado Fuel and Iron Corporation*

# Profit Minded Shrimp Producers specify PETTIT PAINT

**"You can't make money in dry dock," say profit-minded shrimp producers and tuna clipper operators. That's why a growing number of all kinds of commercial fishermen from the Gulf of Mexico, to the shores of the Atlantic and Pacific are specifying Pettit Paint. They have learned from experience that Pettit *quality* paints pay off by giving longer trouble-free service on the bottom as well as on the hull.**

## PETTIT PAINT CO., INC. BELLEVILLE, NEW JERSEY—SAN LEANDRO, CALIFORNIA

**The Georgia Pine, built by Conrad Industries of Morgan City, Louisiana, is a 70-foot trawler painted from stem to stern with Pettit. She's bringing home the shrimp for Harold DeRick, operating through the Twin Cities Fisherman's Co-op, Port Isabel, Texas.**




PACIFIC COAST DISTRIBUTORS: Nordby Supply Co., Seattle, Wash., and Ketchikan, Alaska; The Beebe Co., Portland and Astoria, Oregon; Carstans Marine Supplies, Spokane, Wash.; Gray's Motor Service, Inc., Salt Lake City, Utah; B. H. Hebgen Co., Ltd., San Francisco and Los Angeles, Calif.; Nuttall-Styris Co., San Diego, Calif.; Outdoor Equipment Corp., Las Vegas, Nevada; Jack Bolton Marine, Denver, Colo.; Adanac Marine Supply Co., Ltd., Vancouver, B. C.; Ray Marine Distributing Co., Seattle, Wash.; Marine Components, Santa Monica, Calif.

*Proof testing sling on a U. S. Army landing craft at Gunderson Bros. Engineering Corp., Portland, Ore. (Note concrete weights)*

# These Army LCM's use special Tiger Brand Wire Rope slings!

The launching and retrieving sling is a component part of the Army LCM-6 landing craft, built by Gunderson Bros. Engineering Corp., Portland, Oregon. Slings are subjected to extensive tests before acceptance. Gunderson Bros. rely on Tiger Brand factory-produced, custom slings to meet rigid requirements of this contract. Strong, dependable Tiger Brand slings are available through your local Tiger Brand Wire Rope Distributor.

*Sling Data Booklet!* A free informative 102-page booklet that gives complete details on Tiger Brand slings, fittings, etc. For your copy, write Columbia-Geneva Steel Division, 1403 Russ Bldg., San Francisco 6.

## U·S·S TIGER BRAND Wire Rope Slings

*United States Steel Corporation · Columbia-Geneva Steel Division*

UNITED STATES STEEL

• ST. LOUIS, MISSOURI • CHICAGO, ILLINOIS • NEW ORLEANS, LOUISIANA • BALTIMORE, MARYLAND •

MOBILE, ALABAMA • SAN DIEGO, SAN FRANCISCO, SAN PEDRO, CALIFORNIA

NORFOLK, VIRGINIA • SEATTLE, WASHINGTON • VANCOUVER, BRITISH COLUMBIA

*parts and service always available from* **S-N DISTRIBUTOR**

*• Don W. Cox • New Home of Diesel Marine Engineers — 110 Talleyrand Ave., Jacksonville, Fla. • Miss Fernandina powered with D-13000 caterpillar with S-N 3:1 reduction gear.*

## DIESEL MARINE ENGINEERS

Diesel Marine Engineers of Jacksonville, Florida, is just one of a coast-to-coast chain of established S-N Distributors ready to help you with your reduction gear problems. As S-N Marine Gear specialists, they know that such exclusive S-N features as: wet-type cone clutch, balanced reverse gear train and rugged herringbone reduction gearing . . . insure reliable power transmission under all conditions with a minimum of wear. Remember, for S-N parts, always see your engine distributor first. If he cannot offer immediate assistance, contact your nearest S-N Distributor.

*ON THE FINEST MARINE ENGINES 4 TO 1000 H.P.*

**SNOW-NABSTEDT**

*Transmission Engineers*

FOR NEARLY HALF A CENTURY

THE SNOW-NABSTEDT GEAR CORP., HAMDEN, CONN.

• DETROIT, MICHIGAN • JACKSONVILLE, MIAMI, FLORIDA • PORTLAND, OREGON • HOUSTON, TEXAS •

# . . . facing facts

TODAY, two jobs face the canned salmon industry. Salmon runs must be rehabilitated. Production costs must be reduced.

To do this, sound fishing regulations must be carefully worked out to the best interests of the **entire** industry. Expensive duplication of effort and equipment must be eliminated.

As always, Pacific American Fisheries stands ready to meet the challenge of the day, and to assume its share of leadership and responsibility in solving these major problems. Working together, we can return our industry to its rightful status—a profitable operation with a sound future.

The fact remains that canned salmon has always been a great economy food. Today, the industry must "face facts"—and work to keep it so.

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PACIFIC FISHERMAN APRIL 1954

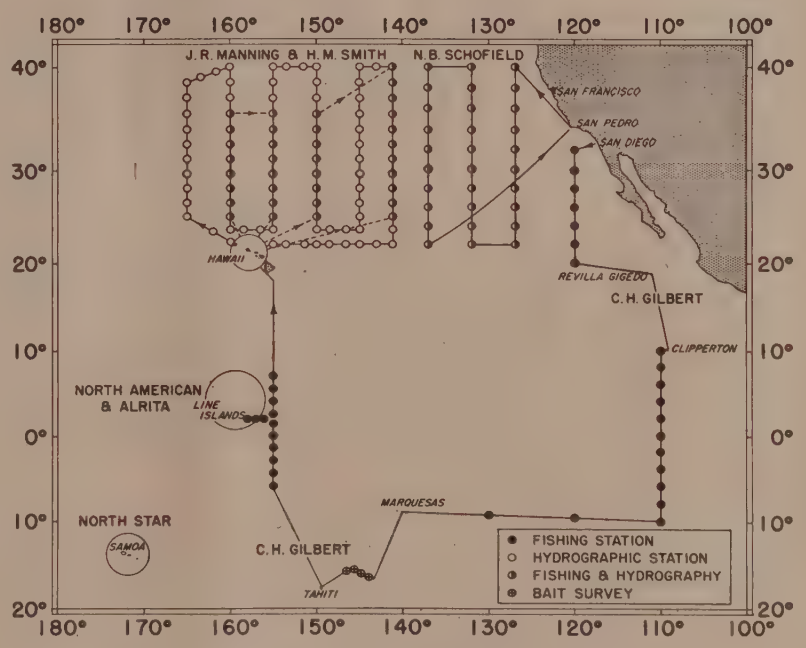
# UPWELLING INTEREST

## In Mid-Ocean Tuna Fishing

UPWELLING of interest in mid-ocean tuna fishing with long-line gear was reflected in the enthusiasm with which the Pacific Oceanic Fishery Investigations' advisory committee this spring approved the program outlined for 1954-5, and addressed itself to possible ways by which the full show could be financed on a more effective basis than seems probable under the provisions of the 1954-5 appropriations bill currently before Congress.

The meeting was held at an interesting time, when reports were being received regularly of excellent fishing by the long-line ventures in the vicinity of the Line Islands, as well as by the American and Japanese producing for the Van Camp cannery at Samoa.

These reports of better-than-expected returns from operations unseasoned by experience proved a heady stimulant, whose effect was heightened further by the knowledge that the **John R. Manning,** POFI research vessel, had taken and tagged a substantial quantity of very large Albacore in the vicinity of the "gyre" north of Hawaii. These fish were taken on long-lines in waters where American fishermen never have been successful in catching Albacore by surface methods.




**WHERE SCIENCE SEEKS MID-OCEAN TUNA THIS YEAR**

### *Advisory Committee "Buys" Program in Entirety*

It is interesting that the advisory committee, in contrast with reactions some years previous, approved or favored all points in the suggested program for POFI during the next 12 months. There was no unfavorable action noted, and the advisory committee urged in several instances that vigorous efforts be made to finance some portions of the program which O. E. Sette, POFI director, felt might need to be eliminated in order to bring the program within the scope of the expected appropriation.

Points proposed in the POFI program, with interpretative comment in parentheses, were outlined by Mr. Sette and D. L. McKernan, assistant director, as follows:

### *YELLOWFIN—*

(a) Maintain technical observations on commercial ventures in Equatorial Yellowfin long-lining. (Current developments made it easy to be highly enthusiastic about this enterprise.)

b) Complete experiments now in progress to adapt long-line gear to American Use. (Here again the catches being made by Americans gave encouragement for the belief that gear better suited to American

methods might produce a truly excellent economic return.)

(c) Investigate whereabouts of **surface** schools of small Yellowfin in the Equatorial region. (This was one of the might-have-to-be-foregone items; but the advisory committee felt that it should be carried-on if possible. This position of course reflected the thinking of tuna clippermen.)

d) Devise means of monitoring changes in the Equatorial currents with a view to (1) assisting commercial fishermen in finding best concentrations of Yellowfin and (2) predicting fluctuations in the catch. (Admittedly, this is a long-range project, which the POFI leadership felt could be deferred if necessary. The advisory committee felt that studies directed to this project should be intensified rather than dropped or deferred.)

### *ARTIFICIAL BAIT—*

(a) Study activities and reactions of schooling Skipjack at sea with a view to enhancing probability of succession offering bait substitutes.

(b) Pursue promising leads in self-propelled artificial baits; and in electrical compulsion as a method of catching Skipjack schools.

(The committee considered the importance of this subject high, and hoped for faster progress, although evidently convinced that the nature of the problem made speed in its solution unlikely.)

### *SKIPJACK—*

(a) Investigate the Hawaiian eddy system and its concentrating effect upon Skipjack schools.

(b) Investigate offshore limits of bird - flock - accompanied Skipjack schools with special attention to direction of approach in the spring and departure in the fall.

(c) Investigate methods of locating Skipjack schools independently of bird flocks or other surface signs.

(Although POFI had marked the last two points as possible for postponement, the advisory committee resisted this position and emphatically endorsed all three points. It was recommended in particular that POFI acquire underwater sonar instruments immediately, and test them comprehensively as a possible means of locating Skipjack as programed in (c) above.)

### *ALBACORE—*

(a) Intensify study of potential Albacore grounds north of Hawaii in early and late winter.

(b) Investigate summer occurrence of Albacore in relation to the North Pacific current system. (While this last item was considered as deferable, advisory committee opinion was that the Albacore studies hold so much of promise that they should be pursued as actively as possible. The implications for the industry in the Hawaiian Islands are particularly plain.)

Capt. Laurie Massa of the "Conte Bianco" shows Janous Marks, port captain, Westgate-California Tuna Packing Co., San Diego, the tagged Yellowfin that recently made research history. The tuna, tagged off Ecuador December 19, 1952, and captured December 23, 1953, off Peru, traveled 350 miles during its 372 days of liberty, and gained 25 lbs. in weight, growing one inch a month.

Members of the POFI advisory committee who attended the meeting included:

**Malcolm MacNaughton,** president, Hawaiian Tuna Packers, Ltd. ..

**Vernon E. Brock,** director, Hawaii Division of Fish and Game.

**William Kanakanui,** manager, Tuna Boat Owners Association, Honolulu.

**Donald T. Saxby,** California Packing Corporation.

**James S. DeSilva Jr.,** president, California Fish Canners Association.

**Thomas F. Sandoz,** president, Columbia River Packers Association, Inc.

**Dr. W. M. Chapman,** director of research, American Tunaboat Association.

The open sessions were attended by **Frank Midkiff,** high commissioner of the Trust Territories and three members of his staff, as well as a number of business and professional men from the Hawaiian Islands.

**Arnie J. Suomela,** assistant director of the U. S. Fish and Wildlife Service, came from Washington to attend the meeting and to observe at first hand the facilities and operations of one of the Service's most active agencies in the field of scientific and industrial research.

### *Policy on "Development" Of Trust Territories*

At the meeting Mr. Midkiff expressed the interest of the Trust Territory administration in consulting with the responsible representatives of American fishing enterprises relative to the sound development of the fishery resources of the seas about the scattered island groups comprising the Trust Territories.

(In this connection, policy of the Department of the Interior with respect to the Trust Territories is of special interest. Orme Lewis, Assistant Secretary of the Interior with responsibility for territories, expressed this policy to **Pacific Fisherman** in Washington last month. He said that the well-being of the indigenous populations of the island groups be a controlling factor in determining future steps affecting the economy of the Trust Territories; and that the limitations as well as the potentialities of the oceanic region have real influence in shaping the attitude of Interior toward specific enterprises. There is no disposition to encourage "development" which might prove destructive to the long-range well-being of the islands' resident populations.)

### *Samoan Fishing Produces Satisfactory Tuna Catches*

Samoan fishing for the new Van Camp canning venture at Tutuila was proving quite productive, according to the latest reports available at presstime. Most of the fish was being taken by the several Japanese vessels delivering to the freezership **North Star,** with rather large Yellowfin and marlin dominating the catch. The Yellowfin was reported running from 130 to 250 lbs. in weight; and a few large Albacore also were reported. It is understood that a shift of operations closer to Samoa is contemplated, in the hope that it might produce smaller Yellowfin.

This hope is based on POFI findings, which show that the average size of Yellowfin tuna taken near the Equatorial Islands is substantially smaller than that of fish taken more than 25 miles from any land.

### *Line Islands Producing At Encouraging Rate*

Productivity of the Jangaard vessels **North American** and **Alrita** fishing near the Line Islands, notably Christmas Island, was reduced in the initial stages of the venture by line breaking and heavy weather. As a matter of fact, the **North American** lost 30 baskets of gear as result of inexperience in handling the long line gear under oceanic conditions.

At last report, the rate of production had stepped-up sharply and the fish were definitely desirable in size—averaging under 100 lbs.

# Me? Ride to work on wire rope?

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**WICKWIRE ROPE**

CFI PRODUCT OF WICKWIRE SPENCER STEEL DIVISION
THE COLORADO FUEL AND IRON CORPORATION

### *Kayler-Dahl Venture Fills-in Seasonal Gap*

Kayler-Dahl long-lining venture from a station at Palmyra Island, using Southeast Alaska halibut vessels, was getting under way at last report. Dean Kayler, head of this company, which has its headquarters in Seattle and main operation at Petersburg, Alaska, spent the winter in Hawaii in connection with this broad extension of the company's activities. It is understood that the initial operations are seeing three Petersburg halibut vessels giving the Japanese tuna-fishing method a try; with the possibility that the operation may be materially expanded during the next off-season for halibut and salmon fishing in Southeast Alaska.

### *Tuna Long-Lining Possibilities Attract Attention*

Although "vacations" generally were given as the compelling attraction, the number and character of Pacific Coast fishery operators visiting the Hawaiian Islands during the late winter and early spring stimulated wide speculation as to the part which the upwelling interest in tuna long-lining might have played in stimulating the tourist traffic.

There is no gainsaying the fact that fishing of this kind might fill a flat spot in the seasonal cycle of the halibut, salmon, trawl and Albacore fleet, numbering hundreds of vessels, which finds little opportunity for profitable fishing during the winter and early spring months.

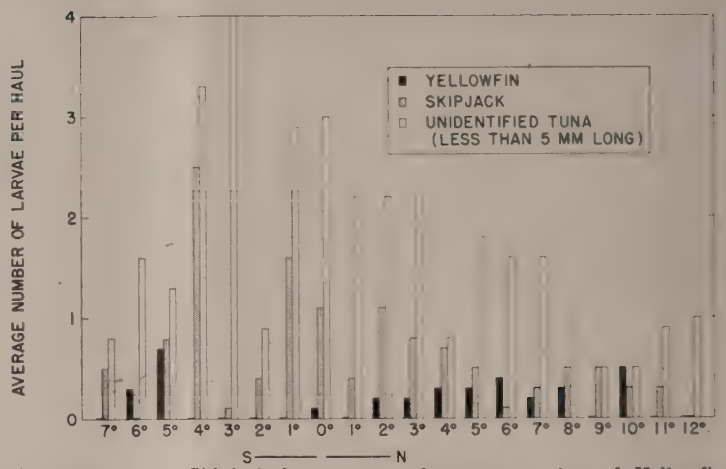
The boats as well as the men of this fleet are a capable and versatile lot, proven in varied trades, and enabled by design of boats and disposition of the men to shift readily from long-lines to otter trawls, from purse seines to tuna jigs.

### *Potentialities of Skipjack Are Rated as "Tremendous"*

Scientists are notably reticent with respect to appraisals and forecasts based on scientific data, and this fact lends particular significance to the presentation which Mr. Sette laid before the POFI advisory committee on the subject of tuna larvae taken in research operations south of Hawaii.

In this connection he said:

"The most astonishing thing . . . is the fact that the Skipjack larvae outnumber the Yellowfin several fold. **This implies that the Skipjack stock is very much larger than that of Yellowtail,** even though we catch only an occasional Skipjack on long-line, and see only an occasional surface school. This suggests the **tremendous returns that might be in store** if we could discover how to find, and how to catch, the Skipjack in oceanic waters."




**Graph showing how Skipjack larvae preponderates over that of Yellowfin in equatorial fishing, as discussed in article immediately below.**

# Chilean Explorations by "Star-Kist" Encouraging

Reports of the activity of the research boat **Star-Kist** have come direct to **Pacific Fisherman** from Nick Trutanic, production manager of Star-Kist Foods, Inc.

The former purse seiner has been operating in Chilean waters, by a permit from the Chilean government, in experimental Albacore fishing. Ports used as a base for this research are Valparaiso and Antofagasta.

Primarily, the fishing was with jigs and live bait. Chilean fishermen have for some years been jig fishing with canoes, powered with outboard motors, and produce an average of 100 fish a day.

The **Star-Kist** took with her several small fishing boats, but these did not prove too effective for jigging because of weather conditions. Using jigs, and live bait to some extent, from the **Star-Kist** the production was about 120 fish a day.

Very little, if any, fishing was done with long-line gear in the Chilean waters covered by the **Star-Kist.**

Results of the survey: there are Albacore in the waters, which are tapped to a limited degree by the small native fishery. A profitable commercial fishery probably could be developed with the introduction of modern fishing methods and larger boats equipped to range into distant waters, after considerable more experiment with gear and vessel adaptation.

Unfortunately, while fishing off Chile, the **Star-Kist** hit a reef and was docked for repairs for a considerable length of time, cutting into fishing time. She plans another month's fishing and then a return to home port of San Pedro. Nick Marinkovich is skipper of the boat.

The first Albacore, and incidental fish, taken by the **Star-Kist** was given to the fresh fish markets. Later catches were refrigerated and will probably be returned to the Star-Kist cannery.

## Australia Tuna Resources Attract U. S. Interests

A survey by Australia's Commonwealth Scientific and Industrial Research Organization research vessels shows South Australia as one of the most promising areas for tuna fishery development.

Australian and U. S. interests are officially reported to be examining the possibility of establishing an Australian tuna industry on a firm basis. The report says that surveys have indicated that tuna are numerous in the waters east of Yorke Peninsula in summer, and in the waters along the west coast of Eyre Peninsula in autumn. Southern Bluefin, the predominant species in South Australian waters, range from less than 19 lb. to over 90 lb. So far the smaller fish have been found mostly in the eastern waters of the State and the larger fish in the western waters, the report says.

Pilchards, which could be used for live bait, are common in South Australian coastal waters in summer and autumn. Pilchard schools have been seen off the north coast of Kangaroo Island, the entrance to Spencer Gulf and the Investigator Group.

# As San Juan Produces Them

# STICKS and STEAKS

ENTERING the fish stick field in a manner befitting the large part it long has played in Pacific fish production, San Juan Fishing & Packing Co. this month unveiled its newest plant and plans.

The plant is built adjoining San Juan's headquarters freezer at Seattle; and the plans are built on long experience in fish production and selling, plus modern product engineering, technology and merchandising.

The new plant — all concrete — is dedicated to the preparation and packing of frozen steaks and fish sticks. It adjoins on the east the company's big freezer, through which the fish pass for freezing and storage from the fish house where they are received, weighed, graded, flitched, filleted and otherwise prepared.

The sticks-and-steaks plant is entirely apart from the departments where fresh fish are handled and cut.

When fish enter the new plant they are always frozen.

When they leave they are always packaged.

### *A Modern Plant For Modern Products*

The plant itself is constructed of concrete blocks, with a concrete floor that really drains. It is fluorescent-lighted throughout and modernly equipped with portable fixtures and machinery, which can be shifted for cleaning and to meet the changing program and pressures which are inevitable parts of the fish business.

An extension of the main steaks-and-sticks plant houses San Juan's new test kitchen where products are cooked and submitted to taste-test panels. The kitchen is modern in every respect, gleaming with stainless steel tile, and equipped with built-in electric stove and oven, plus deep fryers and full complement of dishes and utensils.

### *Mobility To Match Changes in Demand*

The steak and stick divisions are entirely separate, and can operate independently when peak demand requires; or the crew can be shifted from one department to the other in a matter of minutes.

The main steak line is a semi-movable installation along the east wall of the plant. While it can be moved if necessity requires, normally it will remain in place. When orders require more steak production, a wholly portable steak line is set in place by a lift truck; saws are wheeled up; a conveyor links the second line into the wrapping machine serving the main line — and work starts. That's about all there is to it.

### *Steaking in Two Stages*

San Juan's steak-cutting has some differences.

Fish for steaking—salmon or halibut — is wheeled in from the cold storage as needed. It comes right out of below-zero storage in wheeled bins which are positioned at the primary saws. Fins are trimmed away before steaks are cut.

All steaking of halibut is done in two stages, using primary and secondary sawing. Salmon is steaked on a single saw.

Process in steaking halibut is this: The primary sawyer squares the head end of the fish with two cuts, removing the flaps or lugs and the nape. Thus San Juan halibut steaks are always compact slices with no flaps attached.

Steak sawing in the San Juan plant, with the primary saw on the left. The woman is removing and piling the cut steaks, which are further trimmed and divided into portions by the secondary saw on the left.

Having prepared his fish, the primary sawyer adjusts his saw to cut a steak of pre-determined thickness; and proceeds to remove the slices with the fast-running extra-thin bandsaw. The slices are taken from the saw by a young woman—who would be called an "off-bearer" in a sawmill—and stacked on a stainless steel table, from which they are taken as needed by the secondary sawyer.

Secondary sawing serves two purposes. It trims away bony portions which can be removed without destroying the steak; and then divides the steak into portions suitable for individual servings, and which will fit compactly into the carton.

### *Glazed Before Packing*

As they come from the saw the sized steaks slip into a stainless steel dipping tank, through which they are carried briefly by a balanced-weave stainless steel wire belt. As they emerge the liquid freezes from the cold of the below-zero steak, giving it a transparent protective glaze which prevents drying-out or oxidation in the package. The glazing solution contains an antioxidant, which greatly increases storage life and protects the product against development of rancidity.

As the glazed steaks are carried along the packaging line by the gleaming belt, the women packagers sweep them into shallow stainless steel pans beside their work stations. These pans are part of the filling line, although readily removable for regular washing and sterilizing.

Working with over-and-under scales, the girls weigh into each carton not less than 14 oz., after making allowance for glaze. The filled cartons are placed on a rubber belt conveyor which delivers them direct to a Package Machinery Co. closing and wrapping machine.

### *Two Brands Offered On 6 Kinds of Sticks*

Consumer cartons in which the steaks—and sticks also—are packed are manufactured by Fibreboard

General view of San Juan steak packing, with the readily portable auxiliary line installed diagonally in the foreground and the main, semi-permanent line in the left background.

Products, Inc., as are the printed corrugated cases in which they are packed for storage and shipment.

San Juan package wrappings are produced by the Western Waxed Paper Division, Crown Zellerbach Corporation, and are beautifully lithographed with natural color vignettes on the background of white paper stock rendered impervious to moisture by microcrystalline wax.

Packaged steaks coming from the packing line at the left and wrapped in Western Waxed Paper Division waxed labels on this Package Machinery wrapping machine and then placed in printed Fibreboard cases for storage and shipment.

San Juan Fishing & Packing Co. offers its steaks and sticks under two brands of its own: "San Juan" and "Ship Ahoy." There is no quality distinction between the two brands —each representing the high standard of quality which San Juan has set—and maintained—for its products over a period of 50 years.

In fish sticks—which it calls "stix" —San Juan offers halibut, salmon, ocean perch, sole and cod. In addition, there is a "neutral" label which offers "Fish Stix" without specific designation as to variety, which may be either cod, sole or perch.

### *"King Size" Sticks, Breaded, Not Fried*

Another distinction in San Juan sticks is their size—2 ounces instead of the commoner 1-oz. size. The larger portion was decided upon after careful study and painstaking panel testing, in which examiners agreed that the larger stick, with its

lower proportion of breading and larger cross section yielded a more desirably cooked product. The Pacific varieties used in San Juan sticks were preferred by the test panels when prepared in the "king size" sticks, with their lower grease take-up emphasis on the flavor and texture of the fish itself.

Yet another distinction is that San Juan sticks are not ready-cooked. They are breaded with a specially controlled Modern Maid "Redi-Breader," but are not fried. It is San Juan's present conviction, according to E. A. Ruthford, vice president and sales manager, that the average American consumer prefers to cook her own fish in her own kitchen; and that the ready-to-cook-just-as-they-come-from-the-carton fish sticks can be prepared for the table in a variety of ways which make them adaptable to a number of menus.

### *Precise Blocks Cut By Precision Sawing*

San Juan's sticking process is this: Material for fish sticks is frozen in pans of dimensions designed to cut without waste into a precise number of 2-oz. sticks. Whether it be flitches of halibut, fillets of salmon, sole, perch or cod, the portions of skinned, carefully cut fish are placed and packed tight in these pans to produce a frozen block of fish of exact dimensions.

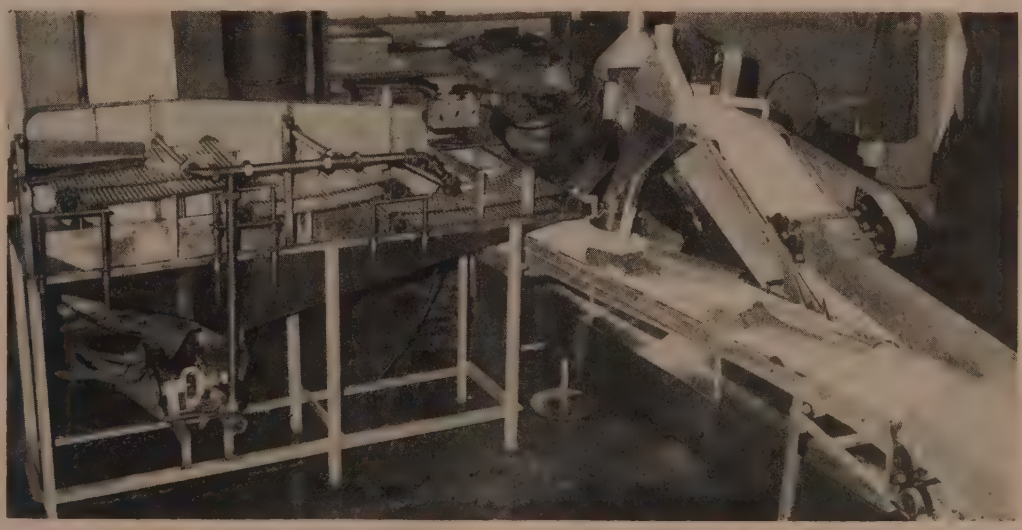
Brought to the head of the fish stick line, these blocks are placed on a special duplex saw, and are carried through the blades on hydraulically-activated carriages. The primary carriage takes the block through a pair of saws which divide it into three portions, which are pushed onto a carriage moving at right angles to the first, taking the fish through a gang saw which cuts each of the three divisions into a number of 2-oz. sticks.

### *Breading Carefully Controlled*

Emerging from the sawing machine, the sticks are delivered to the balanced-weave stainless steel belt of the breading machine manufactured by A. K. Robins & Co., Baltimore. On this belt the sticks pass through liquid batter flowing from three nozzles. Each stick is turned over each time after passing through the batter, assuring complete coverage.

After a momentary drain following the last batter nozzle, the sticks are discharged onto a bed of Modern Maid's "Redi-Breader," which has been spread evenly across a wide belt. As the sticks progress along the belt, stainless steel plows pile the breading material on the sticks, first from one side and then from the other, until they are finally discharged onto a vibrating screen which shakes off excess breading and finally delivers the breaded sticks to a conveyor for delivery to the carton fillers.

Here the sticks are packed six to a 12-oz. carton manufactured by Fibreboard Products, Inc., passing immediately to a second Package Machinery Co. wrapping machine for



San Juan fish sticks are breaded on this modern machine, first receiving three coatings of batter on the left, each followed by turning of the sticks, then a drain to remove excess batter. The sticks are finally delivered to the belt covered with dry "Redi-Breader" at the center of the picture and move to the shaking screen at the extreme right as dry breading is piled over them.

*fresh frozen*

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AND

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**FILLETS**

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the Western Waxed Paper Division label wrapper.

San Juan currently is experimenting with other breadings, including "Golden Dipt," produced by Meletio Sea Food Co., St. Louis.

Beside the consumer package, sticks are also packed in 2½-lb. institutional cartons.

### *San Juan Firm Counts 52 Marching Years*

The San Juan Fishing & Packing Co. was founded in 1902 by the late William Calvert, and for many years has ranked among the most important integrated American fish packing and merchandising companies.

Lawrence Calvert is president; Starr H. Calvert is vice president and treasurer; William Calvert is vice president and secretary; and E. A. Ruthford is vice president and sales manager.

Directly in charge of the steak-and-stick plant described in this article are Al Stiles, general superintendent of the entire Seattle plant; and Phil Sutter, foreman of the steak-and-stick division.

In the right foreground is the new steak-and-stick plant of the San Juan Fishing and Packing Co., Seattle, while to its left looms the big freezer, while in the left distance is the dock and fish house. The plant's cannery division is out of sight behind the structures shown.

Headquarters of the company are at the Seattle plant, in which are combined fresh, frozen, canned and cured fish and shellfish business, the company dealing in all fishery products of the Pacific Northwest and Alaska.

Beside the Seattle establishment, the San Juan company has a Canadian subsidiary at Prince Rupert and a fresh, frozen and canned fish plant at Warrenton, Ore. It also has two Alaska canneries, at Port San Juan and Uganik Bay; beside connections with three other Alaska canning companies.

Two views in the San Juan test kitchen. Upper, showing the modern food preparation facilities. Lower picture—A test panel composed of sales personnel sampling fish sticks. From the left: J. H. Jensen, assistant sales manager; R. F. Syverson (obscured) sales manager; E. A. Ruthford, vice president; Miss Pat Wark, home economist, serving; A. R. McGovern, credit manager; William Hanson, assistant sales manager; Norman McGregor, merchandising manager; M. L. Grout, comptroller.

## FAWS Top-Level Staff Filled by Swift

The top-level staff of the U. S. Fish and Wildlife Service was brought up to full strength recently with the appointment of Ernest F. Swift of Wisconsin as assistant director, primarily concerned with the wildlife activities of the Service.

Appointment of Mr. Swift by Secretary of the Interior Douglas McKay gives John L. Farley, director, the two assistants provided by law, as Arnie J. Suomela of Oregon took the other position with the first of the year.

Mr. Suomela's particular field is that of the fisheries.

A. M. Day and Clarence Cottam, both former assistant directors, continue with the Service as "assistants to the director."

Mr. Swift has been Conservation Director of Wisconsin since 1947 and has been connected with wildlife conservation in that state since 1926, a period in which he attained national recognition and stature in this field.

## Tuna Fleet Managers Visit Latin America

John Real, general manager, Fishermen Cooperative Association of San Pedro, and Harold F. Cary, general manager, American Tunaboat Association, both representing the Tuna Council of the Americas, paid brief visits recently to several Central and South American countries. Conversations were held with government and industry people for the purpose of exchanging ideas on operations.

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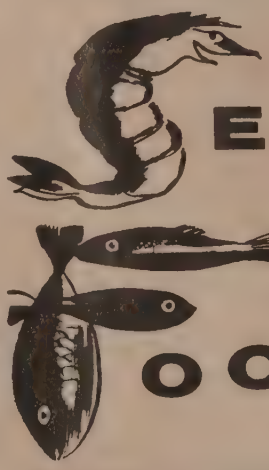

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# N.F.I. Cleveland Convention Key — What is Quality? How Can We Keep it High?

TECHNOLOGY and quality control are expected to prove the highlights in the 1954 National Fisheries Institute convention to be held in Cleveland in May. This is in line with the thinking and preference detected by the Institute's management and reflected in preliminary arrangements for the convention.

Along with the rising interest in technology and the means by which quality is attained and safeguarded, there goes as well the long-manifest trend to use the convention more and more as a place where principals and brokers, sellers and their customers, buyers and their sources, meet and talk and do business.

The convention exhibits, introduced so successfully at Washington last year, are expected to be more numerous and representative at Cleveland. Mal Xavier of the N.F.I. staff, who handles this feature of the convention, reports that there is a notable increase in the interests and space reservations by allied industry firms. Many fish producers are expected to exhibit also, but the primary pre-convention trend seemed to be among supply and equipment companies.

### *Technical Section Meetings*

Charles E. Jackson, N.F.I. general manager, reports plans for the convention to use the device of special sections as a means of permitting the program to cover all the considerable field of interest, particularly in the case of technological subjects.

Convention schedule will depart from the practice of recent years in that the official schedule of events

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will start on Sunday. This will be preceded as in the past by directors' and committee meetings, and the Old Timers Club stag on Saturday evening.

The cutting of frozen and canned fish products which has become a notable feature will be held sufficiently early to permit the cutting judges plenty of time for preparation of an analytical report.

### *Fish Sticks Quality Stands Out in Interest*

Quality of fish sticks is expected to prove the primary point of interest in the quality control field. Where shrimp breading has been in the spotlight at recent conventions, this time it is fish sticks, which have come into prominent interest on the basis of their phenomenal rise of recent months, and also because some offerings have shown a level of quality which may impair the product's rich promise.

Healthier business conditions generally prevail this spring in the fields most broadly represented in the National Fisheries Institute's membership and it is expected that the convention will be marked by good attendance and keen interest.

This is expected to be reflected in the opportunities for business, both in orders and conference.

This year's N.F.I. convention will operate on a full four-day schedule, beginning Sunday, May 2. The opening, as in the past, will be preceded by two days of committee and directors' meetings, with the Old Timers annual stag dinner Saturday night, May 1.

The annual cutting and judging of fish products, which has become an outstanding feature of the N.F.I. conventions, will dominate the day Sunday, which will be topped-off with the Presidential Reception.

### *Special Sections Provided For Particular Subjects*

First general session of the convention on Monday, May 3, will be devoted primarily to the problems of selling fish, with a second phase on fish sticks and other prepared products following. In the afternoon the several sections will caucus for election of directors.

Quality and quality control will be the topics of the second general session Tuesday, May 4; followed in the afternoon by sectional clinics on blue crab, breaded shrimp, traffic, refrigerated storage, fish sticks, and other topics of special group interest which may be arranged.

Final general session on Wednesday, May 5, will be devoted primarily to the election and installation of officers, resolutions, and the concluding business of the convention. The annual reception and dinner dance are scheduled for the closing evening.

### *Exhibit Interest Grows*

Response of exhibitors this spring reflects the remarkable success which attended the first exhibit last year in Washington, and reservations in this department at presstime indicated substantial growth in this division, particularly with respect to manufacturers, suppliers, service and products on whom and which the industry depends.

## Thor Tollefson Heading Fisheries Committee

Congressman Thor Tollefson of Washington is now serving as acting chairman of the powerful Committee on Merchant Marine and Fisheries of the national House of Representatives. The prolonged illness of Representative A. F. Weichel of Ohio, chairman, brought Congressman Tollefson the advancement as second-ranking Republican member.

When Mr. Tollefson became acting chairman of the Committee on Merchant Marine and Fisheries he surrendered the chairmanship of its sub-committee on salt water fisheries to Representative Walter Norblad of Oregon.

Congressman Norblad's home is in Astoria, so he is closely familiar with Pacific fisheries problems. He is the son of former Governor A. W. Norblad of Oregon and has served in the House for a number of terms.

There are reports in Washington that Mr. Weichell's illness has brought him to a decision not to seek re-election this fall. In that case, and providing Mr. Tollefson is re-elected and the Republicans retain a majority in the House, he would become chairman of the congressional committee which more than any other is of direct concern to the nation's fishing industry.

## Troy Carey Promoted By Fibreboard Products

His hundreds of friends in the Pacific Northwest fish business, and particularly in the salmon canning industry, were pleased in February to learn that Troy L. Carey, longtime Pacific Northwest district sales manager for Fibreboard Products, Inc., has been promoted to the position of assistant general sales manager at the company's San Francisco headquarters.

Mr. Carey has been identified with Fibreboard Products' sales in the Pacific Northwest territory for many years, and is particularly well and widely known in the fish business.

G. L. Langtry, who has been Seattle district sales manager, succeeds Mr. Carey as northwest district sales manager; and C. A. Morgan becomes assistant northwest district sales manager at Seattle.

## Alaska Shrimp Packing Takes Upward Turn

Shrimping in Southeast Alaska is undergoing a steady rise as result of the discovery of scattered populations of commercial shrimp and their development. While most of the shrimp are the small pink variety, considerable quantities of the larger shrimp are being found and marketed.

Chris Dahl of the Kayler-Dahl Fish Co., Petersburg, this winter set-up a shrimp-picking plant in the Juneau Cold Storage at Juneau and planned to have three draggers supplying it.

There are also shrimp developments under way at Hydaburg, although the nature of these and the personalities involved were not available at presstime.


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PACIFIC Fisherman's NEWS

APRIL 1954

Nick Zamberlin, center, skipper of the "Santa Helena," and the boat's chief engineer, "Whitey" Luttrell, are greeted at docking after a 72-day trip by Sam Bolstad, left. The trip netted the clipper 378 tons. Santa Helena was originally a purse seiner, but in recent years fishes live bait. Van Camp Sea Food Co. took the fare.

# Drum Seining in Alaska Strikes Regulation Reef

Drum seiners ran onto Regulation Reef in Southeast Alaska when the rules governing fishing in the Territory in 1954 were announced.

Tucked away in the fine print is a single sentence which says with reference to Southeast Alaska:

"The use of a drum seine or other similar mechanical device in operating any purse seine is prohibited."

An explanatory comment released by the Fish and Wildlife Service in connection with the regulations said:

"It has been necessary for Fish and Wildlife Service to restrict the use of the so-called 'drum seines' in Southeastern Alaska. Experience in British Columbia and Puget Sound indicates that the use of mechanical drums increases the effectiveness of purse seine gear, particularly at times when the salmon are relatively scarce, because of the greatly increased number of sets which may be made per day. It is believed that the use of drums should not be permitted while the Pink salmon restoration program is under way.

## Wrangell Seiner Burns

The Wrangell seiner **Annie K.**, owned by Carl Johnson, is reported to have burned recently near Wrangell. The vessel was seriously damaged, but Johnson and two other members aboard at the time escaped without injury.

# Stepped-Up Write-Off Would Aid Fish Fleet

The House Ways and Means committee has approved for Congressional action a change in income tax laws that would provide encouragement for new capital investment by means of liberalization of depreciation allowances.

The committee action, if it becomes law, may be a powerful influence in fishing boat construction. Under the declining balance method provided, the vessel owner would be able to write-off twice the normal depreciation on a vessel coming into service after January 1, 1954, with the increased rate applying to the remaining depreciable balance each succeeding year for the life of the vessel.

In vessels were a large capital investment is required, this would permit much greater allowances for depreciation during the early years of a vessel's life, at the time when the demand is greatest for mortgage and interest payments.

New construction is badly needed in the tuna fleet and a change of this kind, it is said, may be the material factor in some decision to make such a major investment at this time.

## Cooling System Cripples

The disabled crabbing boat Marjorie was towed into Humboldt Bay by the Coast Guard reecntly after developing trouble with her cooling system at sea. The 38-foot craft is skippered by G. Gimble.

## "Oregonian" Loads Up, 1,000 Pounds per Foot

You've got a load when you put 1,000 lbs. of fish for every foot of length on a 65' boat—

And that's what the **Oregonian** had aboard when she staggered up to the New England Fish Co. dock at Astoria recently with her horseshoe lost in the wake and a deckload flush with the rail and coaming.

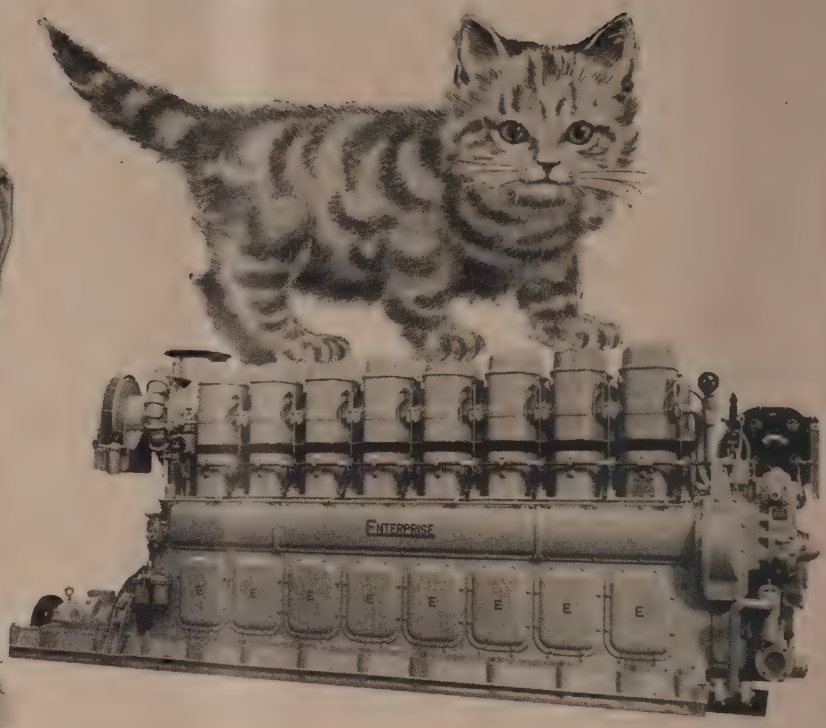
She took her 65,000 lbs. of Dover sole, ocean perch and some petrale on a 5-day trip, dock-to-dock. At that, she gave away to another boat a trawlful of fish estimated at 25,000 lbs. gross.

Skipper of **Oregonian** is Jack Ray, who shifted over recently from the **Ida Mae.** Oswald Viuhkola and Bud Bechtolt are crew.

## Sardine Failure Closes Terminal I. Seafoods

Terminal Island Sea Foods, Ltd., has ceased actual operations at Terminal Island, Herbert C. Davis, president, notified Los Angeles harbor fishermen late in December. He said operations had to be halted because of the shortage of small fish.

# QUIET
## *as a kitten*



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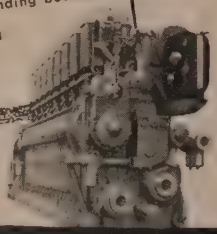

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Helen McCauley .....Associate Editor
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Stuart F. Leete.....No. Calif. Editor
A. W. Ponsford.....So. Calif. Editor
Richard N. Crosby...Advertising Mgr.

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Miller Freeman.....President
Lawrence K. Smith.....Vice President
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Freddie Marino and J. L. Shepphard are both having the Pacific Boat Works, Richmond, build them twin 45' steel party fishing boats. These will be powered with GM 6-71 diesel engines purchased from Shore Line Diesel Maintenance, Fisherman's Wharf, San Francisco.

# E. O. Swanson, who Converted "The Gunk Hole" into Elfin Cove, Retires from Grounds

**The Pelican's Pouch**

Ernest O. Swanson, oldest established fishbuyer in Southeast Alaska and pioneer of Elfin Cove, has retired from the fishing grounds. Tom 'Pete' Peterson and Gil Bixby, well known and liked by the fishing fleet have purchased the **Elfin II** and fish scow. Their many friends wish them the best of luck in their new venture.

In the spring of '29 Ernie and his pardner John 'Buck' Leary, moved from their fox farm on Three Hill Island and became the first permanent residents of what is now known as Elfin Cove. Besides continuing his mild curing operations, Ernie bought fish, which he packed to Juneau with the **Elfin**, a 34' vessel capable of packing 10,000 pounds. At that time a small Standard Oil of California station was installed. A scow went out to the tanker and fuel was put into drums.

A small store at one end of the living scow furnished supplies to the fishermen.

In 1931 Ernie went to New York with his partner, who planned to enter 'Sailor's Snug Harbor.' There he met the man who had been Buck's shipmate on the Grand Banks. He also met, and married, the man's daughter, Miss Ruth Bartell.

A fourth class postoffice was installed in 1935, the year the large general store was built. Until that year the picturesque village had been known as 'The Gunkhole.' With the advent of the postoffice, the name was changed to Elfin Cove. Theretofore residents of the village got their mail from nearby Port Althorp cannery. It was brought via mailboat once a week. At the present time Coastal Airlines brings mail three times a week during the summer and once in the winter (weather permitting). The mail boat comes every week during the summer and three times a month in the winter.

The **Elfin II** was built at the Sagstad Shipyards in Ballard in 1935 and was brought to Alaska in 1936.

In 1936 Standard Oil products were delivered from an anchored scow in the outer harbor. The following year the large storage tanks and dock were installed. In 1935 Oscar R. Haynes bought the interest in the gas business.

During his long years as a fish buyer Ernie has seen lean years as well as profitable ones. One season, several years ago, he bought a mere 180,000 pounds. Another year nearly a million pounds were packed by the **Elfin II.**

Ernie and Ruth will continue to operate their general store and the post office. Soon they will move into their new modern home which is located near the store.

Ernie, whose reputation was built on goodwill and fair dealing, will be missed on the fishing grounds, but his old friends are assured of the same policy in the hands of Pete and Gil.

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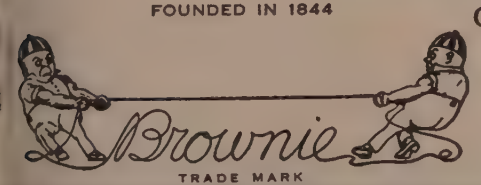


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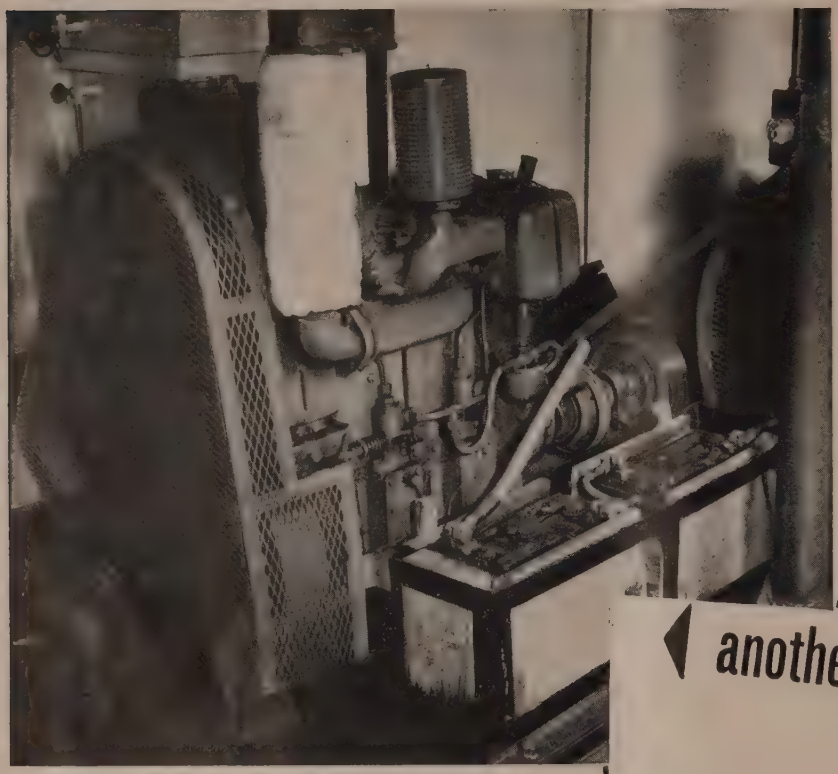

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# Puget Commercial Gear is Split Over Salmon Initiative Measure

Long-rumored, an initiative measure to limit commercial fishing in the waters of Puget Sound lying within the "77 line" was unveiled in the State of Washington early this spring.

Signatures to the number of 50,000 are now being sought by the initiative's backers, who have until July 1 to complete their task. If they are successful, the measure will be on the November ballot.

More surprising than the filing of the initiative were some of the forces behind it. At presstime it appeared that the measure's sponsors, in addition to sportsmen and sport fishing resort operators, include a large number of purse seine fishermen and some cannery operators.

Terms of the measure have been adroitly drawn. Its greatest restrictive weight would fall upon the gillnet fishermen; with reef-netting prohibited.

### *Gillnets and Reefnets Are Principal Targets*

Broadly stated, the provisions of the measure are these:

1. Waters inside the "77 Line" would be closed to commercial fishing for salmon prior to Oct. 5; except—

2. In odd-numbered years commercial fishing would be permitted inside the "77 Line" from Aug. 7 through Sept. 7, except for certain sanctuary areas inside islands and adjacent to the mouths of streams, notably the Skagit, Nooksack, Snohomish and Stillaguamish.

3. Reef nets would be prohibited in the Lummi Island and Point Roberts areas.

### *"Economic Waste" Argument Is Adroitly Countered*

Obviously, the measure as filed represents a modification from earlier proposals, carrying amendments designed to eliminate some of the principal objections; and to attract the support of the purse seiners and the canning interests dependant upon the seines for their major fish supply.

Inasmuch as the gillnets and the reefnets would be the principal sufferers, and the purse seiners expect to benefit, the measure has certain aspects of a "gear fight"—counting sport-fishing tackle as a form of gear.

Terms of the measure which permits fishing in the inner waters after October 5—when the Silver run is pretty much over and the Chum run is just beginning; and which allow commercial fishing inside during the period of the Pink runs of the odd-numbered years, obviously are designed to answer the principal arguments which have been raised against such proposals in the past.

These arguments of course have been that drastic closure of inner waters would involve heavy economic sacrifice in that they would prevent use of the Pink and Chum runs, which are of next-to-no interest to the sportsmen.

### *Seiners Would Sacrifice Some Silver Fishing*

As the provisions of Initiative 192 — that's the present measure — now stand, gillnetters would suffer severe restriction, save in the Boundary Bay and San Juan Islands fisheries; reefnetters would be crippled; purse seiners would sacrifice the scratch fishing for Kings and Silvers along the West Beach of Whidbey Island, but that is about all.

Gillnetters working the waters adjacent to stream mouths; and purse seiners fishing down the coast of Whidbey Island during the Silver runs have drawn much of the protest raised by the sport fishermen.

The rapid increase in the numbers of gillnet fishermen on Puget Sound in recent years also has given rise to conflict and bitterness among the advocates of other forms of gear; and this irritation has been accentuated by the increasing effectiveness of gillnets as result of the introduction of nylon nets.

### *Fresh and Frozen Trade Generally on the Fence*

At presstime one prominent salmon canner—John N. Plancich, general manager of the Fishermen's Packing Corporation, Anacortes, had come-out flatly in favor of the initiative measure; and it was indicated that some other canners felt similarly.

On the other hand, wholesale fish dealers and freezers, who count heavily on early fall production of Silvers from waters inside the "77 Line," were not at all happy about the initiative, although hesitant about opposing a measure which seemed to have general support of the purse seiners.

### *Hope State Rehabilitation Won't Become Involved*

The Washington Department of Fisheries is maintaining a position of neutrality, holding that its functions are: 1, to safeguard the state's fishery resource; 2, to build it up again; 3, to enforce the state's fishery laws. Certainly the Department position seems sound enough; and certainly the campaign and the bitterness which may be expected should not be allowed to involve and impair the program on which the Department of Fisheries has entered for the rehabilitation of the resource by restoring lost spawning grounds; laddering obstructions; hatching and planting and scientific studies of the productivity of races and watersheds.

## Fishermen-Owned 5-Star Cooperative Seeks Contract

Known as the Five Star Fish & Cold Storage, San Diego's fishermen's cooperative held its first annual meeting February 15. Members of the Fishermen's Cooperative Association, Seattle, and fishermen from the California Commercial Fishermen's Assn. of San Pedro were invited to attend. The accomplishments of the first year of operation as a cooperative were reviewed at the meeting.

Officers are as follows: Tony Zarkos, **Renown,** president; Chester White, **Dollchester,** vice president; A. L. Barrett, **Huston,** secretary; and Scott Haselton, Petrel, treasurer.

Directors: R. C. Bradley, **Neska;** Wm. Self, **Astic II;** F. R. Insinger, **Northwind;** Charles White, **Kitty-Lee;** Steve Prodanovich, **Pamela Sue;** Wendell White, **Quiz Kid;** L. E. Brady, **Ruth K;** Charles Smith, **Val.**

The board re-appointed Mary Barrett as assistant-secretary.

The first and most urgent order of business for the group is a meeting of delegates from all the fishermen's associations to consider the new contract for the coming Albacore season.

## Bait Is Business In the Bay City

Cattolica & Lindwall, Fishermen's Wharf, San Francisco, are packing herring for salmon fishermen in individual glazed cartons, 3, 10, and 25-lbs. each, in their new quarters at the end of the old ferry pier.

Herring is coming from San Francisco Bay, and fishing are the **Palma B.,** and **Golden Gate.** Skipper of the **Palma B.** is Joe Borruso and he is also delivering a limited amount of herring to the J-D Packing Co., Pier 92, San Francisco, for canning.

F. Alioto Fish Co., Fishermen's Wharf, is also packing herring for bait for salmon trollers in 5-lb. cellophane wrapped packages.

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# SCOPE and SOUNDER

**Monthly digest of present-day pioneering methods and equipment in world fisheries.**

**By PETRALE***

## Fisheries Biologists Meet

The annual meeting of the Pacific Fisheries Biologist was held at Harrison Hot Springs Resort, B. C., on March 25, 26 and 27. The membership of the organization is limited to biologists from California, Oregon, Washington, Idaho, and Hawaii. The fishery scientists discuss various research methods and techniques used to solve fishery problems.

## Frenchmen See Ocean From 2½ Miles Down

Two French naval officers recently made a record-breaking descent into the depths of the Atlantic Ocean. Working off the west coast of Africa, the explorers dropped 2½ miles down to the ocean floor in a 10-ton sphere or bathyscaphe. This was the deepest descent ever made by man. The naval officers reported "almost impenetrable blackness" at the bottom. Two 1000-watt lamps were used to scan the area surrounding the sphere. The craft called the FNR-53 had a single viewing port through which the occupants saw orange shrimp and small brilliant fishes.

The sphere was dropped 13,287 feet before it settled upon the ocean floor. This was approximately 3,000 feet, or more than one-half mile deeper than any previous descent made.

Five hours and eleven minutes were needed to lower the sphere to the ocean floor and to return it to the surface. The sides of the sphere were 4 inches thick.

***Petrale will attempt to answer questions from readers; and will welcome correspondence relative to developments which fishermen may consider worthy of inclusion in future editions.**

**Comments, questions and contributions should be addressed to: PETRALE, Care Pacific Fisherman's News, 71 Columbia St., Seattle 4.**

## Fish Shrink Due to Pressure

In the past several years a number of experiments have been carried out by British scientists to study icing problems aboard trawlers. The investigators found a loss of weight nearly always occurs with fish stored in ice aboard ship whereas fish iced in boxes were noted to gain one or two percent in weight while being stored. The gain in weight with fish iced in this manner was attributed to the absorption of the melting ice water while loss of weight with fish held in boat pens was merely the effect of pressure. The average loss of weight on four different trips was found to be between five and six percent of the total catch. Round fish (cod, pollock, rockfish, etc.) lost more weight than sole. The loss of weight increased with the depth of storage and with the length of storage. They reported this loss of weight due to storage pressures could be minimized by using shelves or racks to decrease the depth of the stored fish.

## Sportsmen Watch Puget Sound Dragging Operations

During the past month, groups of sportsmen from Tacoma and Olympia, Wash., accompanied the otter-trawler **Santa Maria** to observe dragging operations in the southern portion of Puget Sound. On March 6, while 25 members of the Olympia sport group were aboard, a total of 12,000 lbs. of dogfish were taken in three 30-minute tows. Along with the dogfish, about 100 pounds of sole (mostly wormy) was also caught.

Washington state biologists and crew members aboard the vessel cut open a number of dogfish to examine the stomach contents. **Every dogfish** examined was loaded with large spawning herring. With the large accumulation of dogfish in various portions of Puget Sound, it is easy to understand the scarcity of herring.

The sportsmen were being encouraged to back up the State Department of Fisheries request to open most of the closed areas in Puget Sound to trawling. The recent opening of Carr and Case Inlet to trawling showed the area to be heavily populated with wormy English sole, hake and dogfish. The **Santa Maria** alone, removed more than 250,000 lbs. of wormy sole and another 250,000 lbs. of dogfish during the two and one-half months that the South


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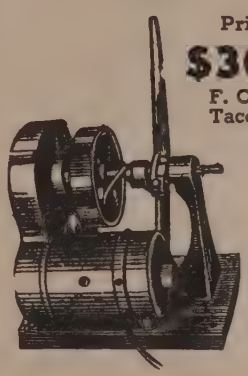

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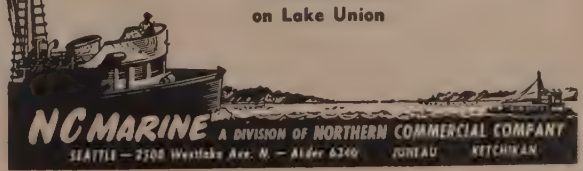

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Sound was open to commercial fishing.

## Cobb Drags Prince William Area

The FWS exploratory fishing vessel **John N. Cobb** left for Alaska in mid February to make a survey of the trawl potential of the Prince William Sound area. The vessel is searching for commercial quantities of bottom fish and also for king crab concentrations. The **Cobb** has completed two previous trawl surveys off the coasts of Oregon and Washington, however, this will be the first cruise directed towards studying bottom fish populations in Alaskan waters. The investigators using commercial trawl nets for the study will spend approximately two months in the region. Alaskans are hopeful that the study may uncover new potential fisheries which may bring in new revenue and help the slump caused by recent failures of salmon runs.

## ON THE HOOK

January 23, 1954
Dear Petrale:

Inclosed is a clipping from the November issue of the Pacific Fisherman News "Stim takes troll gear down by water pressure". I would like further information on or address where I could obtain such—M. Herbert, 670 Shatto Place, Los Angeles, Calif.

### Answer

Several readers have requested further data on the "stim". The "stim", a device which utilized water pressure to replace heavy sinkers on trolling gear, was invented by two Swedish scientists while developing the "Phanton Pelagic Trawl". The "stim" is being used in the Scandinavian countries and other parts of Europe. Petrale has written to obtain further information on this device and to learn if they are being marketed in this country.

January 20, 1954.
Dear Sir:

Please send me a copy of Exploratory Trawling carried out by the "Cobb" up around the Gulf of Alaska between Longitude 135 to 145 degrees West, Latitude 55 to 60 degrees North.

I also would appreciate a copy of a fix, worked out, using loran. The course on loran I studied here does not satisfy me, and all problems listed are on the Atlantic Coast. Is it possible to get the loran readings from the "Cobb" where she used the trawl, only for the above mentioned Latitute and Longitude.

I have never used a loran, and I will appreciate all information on it.

Sincerely yours,
DAVID A. OLSON,
Steilacoom, Washington.

***Answer***

The only trawling work carried out by the Exploratory vessel **John N. Cobb** in the region you have indicated was last year's work in Yakatat Bay. During this cruise, the vessel searched for shrimp grounds with a beam trawl. The results of this work have not been published to date. I suggest you write the Exploratory Fish Section of the Fish and Wildlife Service at 2725 Montlake Blvd. in Seattle and request a copy of the report upon its completion.

The **Cobb** has made two exploratory trawl cruises off the Washington and Oregon Coasts. The results of both of these cruises are published and give loran position for the starting points of all drags. The report also includes charts graphically showing the position of the drags. These reports are available at the above mentioned address.

An excellent opportunity to gain experience in locating loran position would be to obtain coast chart No. 6102 with loran lines and plot the drag position given in the Cobb's report which I have previously mentioned. If you are a regular subscriber to Pacific Fisherman, you might check your April, 1953, issue. The "Petrale" column has an article on loran which may be of some help to you.

Sincerely,
PETRALE.

## Posts New Rates For Fish Boat Basin

Following several months of study and investigation, a new schedule of mooring rates for the Eureka Small Boat Basin has been posted.

Based on the overall length of commercial craft, monthly rates are as follows: 40′ and under $7.50; over 40′ but not over 60′, $12; sixty′ but not over 80′, $17.50; 80′ but not over 100′, $22.50; over 100′, $30. Annual rates offer a saving of two months charges in each category.

Rates on commercial craft by day and week, respectively, are as follows: 40′ and under, $1.25 and $3.75; over 40′ but not over 60′ $2.00 and $6.00; over 60′ but not over 80′, $2.50 and $8.25; over 80′ but not over 100′, $3.75 and $11.25; over 100′, $5.25 and $15.


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# Fort Bragg — Trollers Marketing Groups Aims At Maintenance of Fish Quality

Salmon Trollers Marketing Association, Inc., has been very busy at Fort Bragg all winter building up the organization to the point where it will have efficiency to function for the betterment of the trollers during the coming salmon season.

A full program of operation has been worked out, and one of its important points is the producing of a better fish—that they should be gaffed properly and cleaned with care; kept covered and wet while they are on deck; then they should be iced properly when they are put in the hold, for when a better fish is put on the dock, the dealer will receive a higher market price, and the fisherman will receive higher returns for his product.

The association has contacted other ports, and the coordinating of the ports is becoming a reality. A better understanding is being established for the working out of their various industrial problems.

There was a general membership meeting held early in the winter, which was exceptionally well attended. At this time the new Board of Directors was elected and are now in office, they are as follows: Fred Makela, president; Paul Lackey, vice president; Neva Miller, secretary-treasurer; B. Osfeld, L. L. Prine, W. Manley, A. Urbani, F. Koski, R. Clark, J. Perry, J. McCormick, Joe Figueiredo, directors. The board has met at least once a month for their regular meetings and have held many special meetings.

The association has received a release letter from the Attorney General's Office in Washington, D. C. The release letter is a specification of conditions under which the Association may properly function; and the association is keeping strictly within those specifications.

Agreements for the coming season have been submitted to each dealer individually, and the market order will be submitted and become a part of the agreement before the opening of salmon season. Some of the dealers have already signed and returned their agreements.

The association has been informed by the various dealers at different times that they would like better fish and are willing to make it worth while, and there is a possibility that with the opening of salmon season, there will be a 10c difference in dressed and round fish. There is also much discussion regarding the breaking points. The Association approves of a three-way split: small, medium and large. The Dealer fish are classified small, medium and large when he puts them on the market and several of the dealers cannot see any reason why they should not buy the fish with the same breaking points. It will possibly take a little longer to unload the boat, but it will speed-up the dealer's work in the plant. By this method the fisherman will receive a greater price for his Medium and Large fish, as he would not have to stand the dealer's loss on the small fish. It will therefore mean a much greater take-home pay for the fishermen.


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# SITKA— 80-Mile Gale Sends Fifty Boats Adrift

The weather has contrived, along with other conditions, to make living in Sitka hazardous for the fisherman this winter. During January, in the middle of a three-weeks freezing spell, an 80-mile wind took the 400-foot float out. There were 50 boats tied to the float and it was blown across the channel to the Mt. Edgecumbe School Dock. Quick and efficient work on the part of Johnie Van Horn, city councilman; Bob Sadler, city engineer; the city fire department, Al Perkins on the **Vivian June,** Ike Cropley on the **Phoenix,** Don Cook on the **Floretta** and Paul Edwards on the **Ronnie** saved all the boats secured to the float. Although the weather was around 14° there were no accidents and the only damage, other than to the boat harbor, was a bashed-in cabin on a small cruiser.

The delayed "aid to fishermen" program is expected to get underway the first of March. Around $20,000 has been appropriated to rebuild the float and put our inadequate small boat harbor in order again. It's been a strenuous time for boat owners with boats secured four and five deep along the few remaining floats.

A campaign to secure money from the Federal government for Sitka's approved boat harbor is underway with over 400 letters being written to different members of the United States Congress.

A relief ship for distressed fishermen was in port in January and around 90 families were furnished with butter, powdered milk, canned beef and gravy, cheese and cooking fat.

Pete Crews of the **Lila A** took his wife to Juneau during the month of January for medical attention. It is reported that Mrs. Crews is convalescing at their home in Jamestown Bay.

Don Mills of the **Lydia S** with his parents on the **Tom Boy** were handlogging for the Burkhart's lumber mill at Sitka, when a log caught Don and fractured his leg. Five hours after the accident he was entered as an emergency patient at the Mt. Edgecumbe Medical Center Hospital. The Marine service authorized payment for his care. Don is convalescing at his sister's home in Jamestown Bay.

Tom Sennett, skipper of the **Mary S,** with Fred Hanley has spent the winter trolling near Sitka and have supplied the local market with fresh salmon. These two energetic fishermen braved all kinds of weather to supply the local market.

Fur seal arrived in Sitka Sound during December and they were still about the last of February. It has also been reported that a sea otter was seen in Thimbleberry Bay, near Sitka, during February.

## Colombia Purse Seine Plan Strikes Snag

Plans of the Colombian government to obtain the services of a Southern California purse seiner and an expert crew to exploit its offshore waters have been delayed due to opposition by small local fishing companies. Legislation regarding issuing of licenses to foreign vessels to fishing in Colombian waters is pending. Delay for the plans has impeded efforts of a local company to get going on a fish-canning enterprise.


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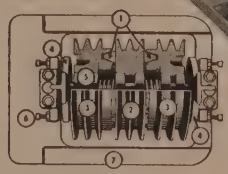

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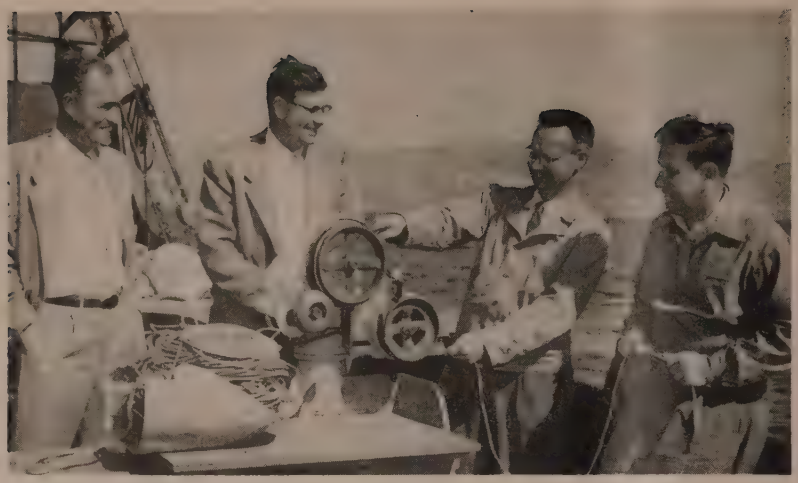

Dr. William Royce—with crew cut—of the Pacific Oceanic Fishery Investigations biological research staff, shows three Californians how the Japanese long-line hauler on the research vessel "Charles H. Gilbert" operates. This was on a demonstration trip just before the "Gilbert" left on a long cruise to Hawaii by way of the Equator. On the left, William D. Moore, manager of the Van Camp Sea Food Co. foreign operations; Richard Croker, chief, California Bureau of Marine Fisheries; Dr. Royce; and Capt. Tony Barcott, president, Fishermen's Cooperative Association, San Pedro.

# New Long-Line Tuna Fishing Methods Will Be Tested in Equatorial Waters On Spring Cruise of Longer "Gilbert"

Task of the **Charles H. Gilbert** on her voyage into equatorial waters in the spring months of this year is to add to the knowledge of applying new fishing methods to the American tuna fishery.

In particular, the vessel and her crew will experiment further with long-line gear and conduct a study of bait conditions in the coral atolls of the Tuamotus.

The **Gilbert,** in preparation for her current voyage into rich tuna grounds, was lengthened 28' at Colberg Boat Works by the addition of a pre-fabricated steel section forward of the engine room bulkhead. It is expected that the boat will now be able to ride more securely the mid-Pacific chop.

On leaving San Francisco, the **Gilbert** reported to Harbor Boat Building Co. for the addition of a Japanese-type line hauling winch and coiler. It is expected that some 600' of long-line can be reeled per minute.

After the conversion work on the **Gilbert,** the P.O.F.I. personnel attached to the vessel conducted a demonstration long-line cruise for members of the commercial fishing industry of Southern California and other interested individuals.

William Royce, lead scientist on the expedition, demonstrated with the boat's crew the operation of the long-line method to Tony Barcott, head of the Fishermen's Cooperative Association of San Pedro, and other fishermen, including John Mezin, **Western Fisher;** Frank Manaka, **Western Explorer;** John Evich, **Clermont;** Frank Idaka, **Western Pacific;** Bob Sabins, **Puget Sound,** which carries a unique type of Albacore gear. Also, John Rawlings, South Pacific Canning Co.; Gilbert Van Camp Jr. and Charles Buchanan and W. D. Moore, Van Camp Sea Food Co.; John Hodges; Robert Lambie; Richard Croker, California Department of Fish and Game.

In preparation for long-line fishing in the clear waters of the Equator, where the larger Yellowfin are to be found, the **Gilbert** is carrying gear which has a 15 to 30-fathom spacing between dropper lines.

The newest gear evolved by POFI experimentation uses 11 hooks (instead of 6) to the 200-fathom basket; and uses 3-fathom droppers (instead of 10).

Moreover, and perhaps most importantly, the mainline is fitted with short inserts, swivelled at both ends, where the droppers are clipped. Because the inserts eliminate most of the tangling, this gear can be set and hauled just as fast as the old 6-hook basket, and catches 25 to 30% more fish per basket.

When the **Gilbert** left San Pedro she planned a series of Albacore long-line stations, beginning with the local harbor area and working south, along 120 W. longitude, to between 320 degrees and 20 degrees N. latitude. Then, in the equatorial area, work will begin on Yellowfin, with long-line stations along 110 degrees longitude, between 10 degrees N. and 10 degrees S., and on 155 W. longitude, 7 S. and 8 N. The long-line exploration on Yellowfin will be a continuation of a program on this species conducted by the POFI out of Honolulu.

It is expected that in the bait study, there will be found bonefish, mullet and small herring-like fish, all of which have been used by Japanese fishermen. The habits, abundance of these fish will be carefully noted with the hope, of course, of a growing knowledge that will aid the commercial fishery.

Plankton net studies will be made at each station to determine how abundant are the foods upon which the Albacore and Yellowfin feed. Temperature readings will be made to form an idea of the direction of ocean currents, and water samplings for phosphate content will be made at each station.

Samples of Yellowfin and Albacore from the take of each station will be sent to various canneries which will pack experimentally what might be a larger tuna than is customarily packed. Some of the tuna taken on long-line in deep waters are over 150 lb. and the flesh is darker, traditionally not considered desirable in the tuna-canning industry. Also larger tuna present somewhat of a refrigeration problem. It should be noted, however, that most of the fish caught on recent long-line gear average between 80 and 125 lbs.

Mr. Royce, in an interview with PACIFIC FISHERMAN, commented on the strategic location of Christmas Island as a base for a commercial long-line fishery. Heretofore, this island has been known primarily as a copra base for the British, although it is under joint American and British jurisdiction.

Mr. Royce also ventured the opinion that the long-line fishery, because of its great flexibility, has an interesting future, and that the trend will be toward further mechanization to reduce the amount of hand labor which has always characterized Japanese long-line fishery.

POFI operations have brought out the fact, too, that the Equator is an ideal fishing area. Because bad weather is extremely rare, there is a

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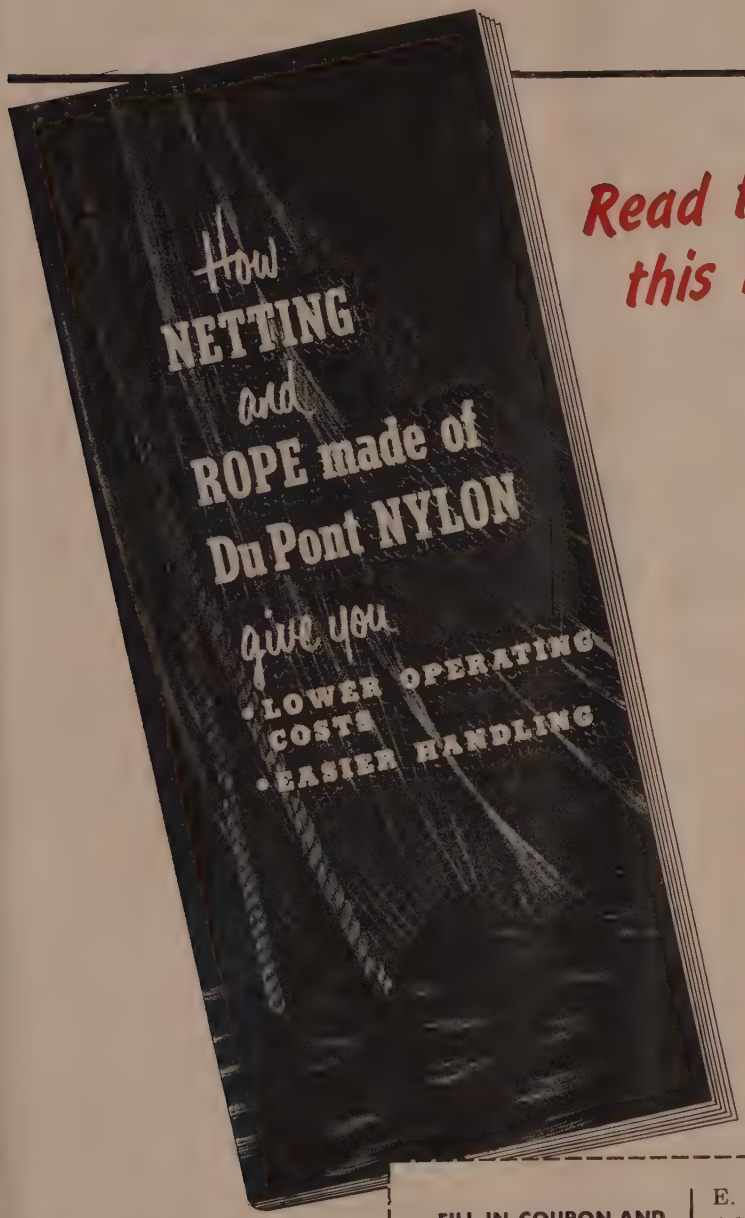


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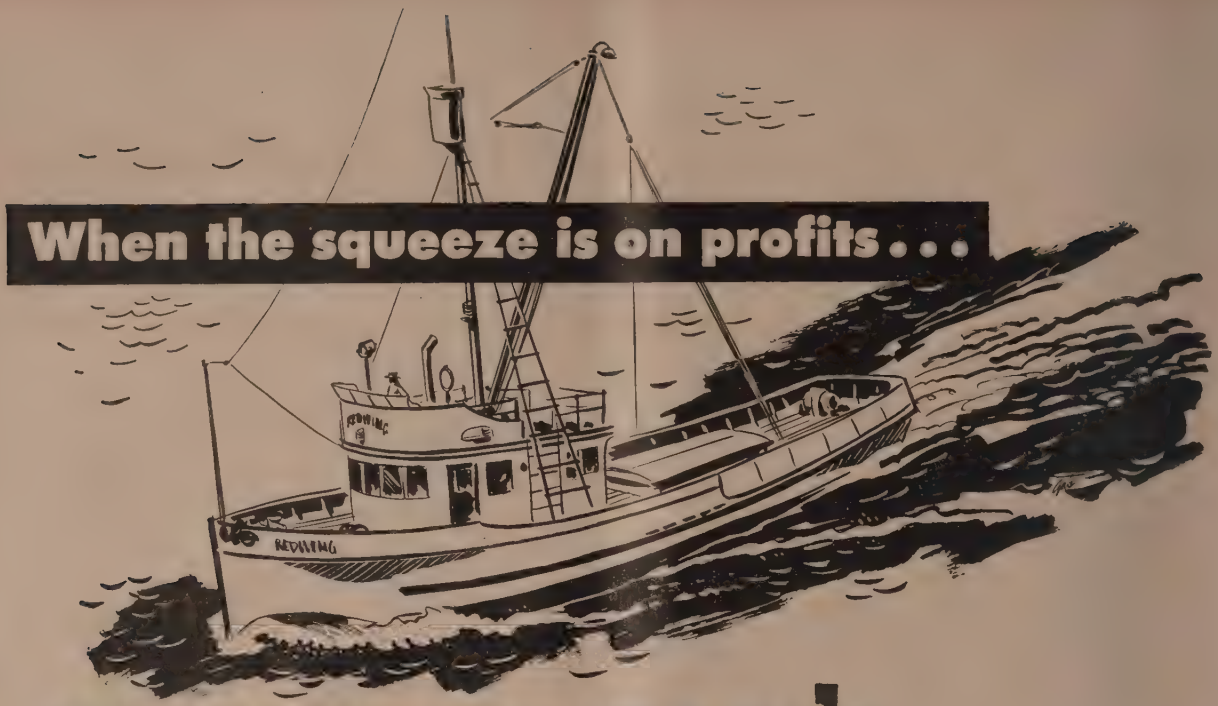


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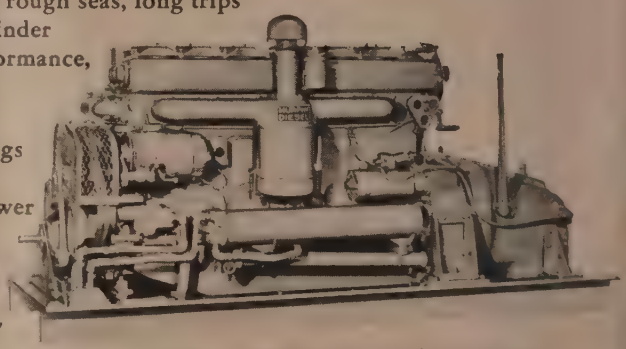
And it's easier to get through the "tough spots" in the dollars and cents department, too. Direct savings result from Murphy's precise Unit Fuel Injector and "true diesel" efficiency which get maximum power from every drop of fuel.

So get away from costly upkeep and repairs. Whether you're in the market for a new boat or a new engine, specify Murphy. Ask your Murphy dealer for a copy of "10 Reasons Why Your Next Engine Should Be A Murphy", or write direct.



Murphy Diesel Marine Propulsion Engines and Auxiliaries, 90 to 230 H.P., Generator Sets, 60 to 140 K.W.

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MURPHY DIESEL

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**SAN FRANCISCO 9, CALIFORNIA**
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**SEATTLE 7, WASHINGTON**
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2312 Market Street

**VANCOUVER, B. C., CANADA**
Northern Engine & Equipment Company
(B. C.) Ltd.
155 Water Street

constancy of fishing opportunity.

The **Gilbert** recently installed an Edo, 6,000 fathoms, Fishcope, new fish-finding device, which will be given an intensive testing on the current exploration of the **Gilbert.**

The bait nets carried by the **Gilbert** are the "Honolulu" type and most closely resemble the "Galapagos" nets fished by American tuna clippers. Winches are hydraulically operated.

Jack Benson, formerly of the U. S. Coast Guard and a fisherman out of Honolulu, is skipper of the **Gilbert;** and the boat carries a crew of 11, plus two scientists, Dr. Boyce, a graduate of Cornell University, and Heeney Huen, assistant scientist, a graduate of the University of Michigan.

## Nordby Supply's Store Moves to Salmon Bay

Marking a major shift in location of their retail store, the Nordby Supply Company, pioneer marine supply house, opened on April 1 a complete one-stop service for fishermen at Fisherman's Terminal, Salmon Bay.

The Nordby firm has had its store at Western Avenue and University Street in Seattle for 38 years. The new location, according to J. Lynn Miller, head of the company, will provide for better service to fishermen, who will be able to pick up every possible item of equipment, gear, clothing or food that would normally be used in any fishing operation.

The new arrangement will provide for the new store, the net loft, rigging and sail loft, net treating plant as well as space for warehousing the large stock of marine supplies which will be available to fishermen.

The retail store will be managed by Ward Turnbull, who has been in close touch with Nordby's customers in the old downtown location. Assisting him will be Al Edwards and Darold Mathisen. The net loft and its associated activities will continue to be run by Ormal Richardson, Nordby's able netting expert.

Ward Turnbull has announced that the new store will cater to the needs of fishermen and that the store will stock groceries, clothing and gear in ample quantities for almost any situation. Among other services offered by the new store will be Nordby's settlement service and tax service which they have had in operation for some time at the older store. It is planned that the new operation will truly be **one stop service.**

In Southern California
CHRIS-CRAFT
MARINE ENGINES
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## Ballast Blocks Rudder, Man Loses His Life

Andy Lemon, Eureka fisherman, lost his life in a strange accident on the Umpqua Bar early this spring when rock ballast in the fishing boat broke loose as she hit the seas at the Umpqua entrance. The rolling rocks jammed the helm, the vessel broached, and Lemon went overboard.

Warren Roth, also of Eureka, was badly cut by broken glass, but Fritz Yost of Eureka, skipper of the boat, escaped injury.

## Keep a Sharp Eye Out For Yellowtail Tags

Biologists of the California Fish and Game at Terminal Island, Calif., engaged in yellowtail tagging are making a special plea to commercial fishermen for return of tagged yellowtail found in commercial catches.

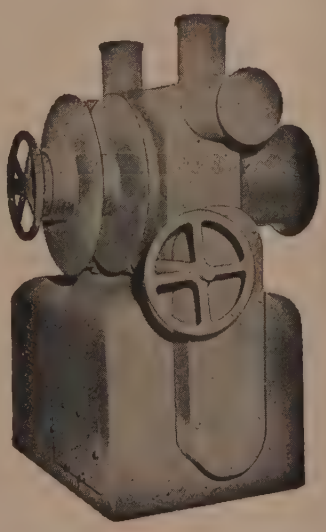
Some 3,000 yellowtail are somewhere on the fishing grounds, carrying one of two types of tags: the tuna type of plastic tubing placed on the back; and the red celluloid tag, fastened on the lower jaw.

Tagging operations have been carried on in the area of Baja California between Uncle Sam Bank to Pt. Eugenio.

Fishermen are asked to return the tagged fish to California Fish and Game at San Pedro or San Diego.

NORTHERN CARGO HOIST

Sturdy
Light Weight
Compact
LOW IN PRICE
A.C. or D.C.
10 hp.



The answer to Fishing and Commercial Boat Operators who need a low-priced, heavy-duty 100% Foolproof Cargo Hoist.
220-440 Volt A.C. or 115 230 Volt D.C. 10 hp. Motor —Bronze and Roller Bearings—100% Galvanized Welded and Cast Steel Construction—Chain, Worm gear and Bearings bath oiled—Bronze Bushings pressure greased—Portable Operating Station on 20 ft. cord standard equipment.

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Save all the extra expense, space and complicated piping needed for closed cooling. No cumbersome heat exchangers or exposed keel coolers, no expansion tanks, no extra holes through the hull—cuts repair bills, avoids lost time due to breakdowns. Made for all kinds and sizes of marine engines. **Saves thousands of dollars in original cost and maintenance expense!**

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Write today for more information about this amazing and economical installation to operate marine engines in complete safety with direct salt water cooling. **Costs only $36.50 and up.** Larger and smaller sizes in proportion.

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AQUA-CLEAR Feeders
Protect Diesel Engines from Electrolysis and Corrosion

SUDBURY LABORATORY, Box 423, South Sudbury, Mass.

# Moss Landing — Monterey Bay

Increased interest in the future development of Moss Landing harbor was shown recently with announcement that the Union Oil Company pier float and site-lease comprising their marine service station had been purchased by Arthur Bloom of Santa Barbara from Moss Landing Maritime Associates.

Bloom, who takes possession in April, has been associated many years with boating activities both in California and the Pacific Northwest. He is a qualified ship-builder, surveyor and engineer. Plans call for construction of an office and shop building for handling the fuel business and to provide mechanical and wood-working repair facilities.

Maritime Associates of which Don Woodward is managing-partner with Kenneth Elmes of Santa Barbara, will continue operation of the marine supply store at Moss Landing in conjunction with the boat and real estate brokerage services now provided.

Ray Allen and his bride, Gerry left Moss Landing on their **Lois D.,** in late February for Westport, where they will fish for salmon. Other fishermen planning the northern trip are Oscar Vienola on the **Ann-Marie;** Arthur Vienola on the **Belle J.,** and John Shogren on his **Joyce.**

Bill Harder, who owned the **Fourwinds,** has purchased the **Seaway** from the estate of Ragner Jacobsen, who died during the fishing season down here last year. Bill's father-in-law, Ervin Hannu, of Ilwaco will fish the **Fourwinds.** These two boats also plan on the Westport fishing.

L. C. Haman of Hoquiam on the **Seaside,** Paul Anderson on the **Box-Ed** and Bill Wyvel on the **Argosy** will head north together and come back to Moss Landing for the opening of the season, May 1.

Freeman Arbo on the **Anna Alma** and Battista Bregante on the **Five Brothers,** both out of Santa Cruz, are dragging in Monterey Bay for halibut, red cod or "anything we can get" so the men say.

The Army Engineers were making a survey in Moss Landing harbor in late February to see if any shoaling had occurred since the port was dredged out last year. Considerable sand deposits had filled the channel entrance last year, but the engineers reported that "negligible shoaling" only had taken place through the winter.

Fred Sandness on the **Lincoln** and Leonard Jacobsen, new owner of the **Delle Marie,** went to Sausalito early in March. The **Lincoln** had new fuel tanks installed and the **Delle Marie** had a bottom paint job.

* * *

Jack Crowley flew from Juneau down to Moss Landing early in February to begin sprucing up his troller **Lassie.** He planned to take her north after the painting and reconditioning job was finished.

Wielders of the paint brush rose sharply during the warm dry weather Moss Landing experienced in February. Oscar Vienola on his Ann-Marie, Conrad Pederson of the Sun-Ra, the Bob Masons on their Selma J. and Orville Patterson of the Silver Shoals were busy every day. The boats showed the effects of their hard work and were beginning to look really ship-shape.

* * *

Phillip Vella, skipper of the **Chief** out of Morro Bay, was in Moss Landing recently preparatory to joining the 12 man crew of the purse seine Providencia. The boat will leave San Pedro with permits for sardine fishing in Mexico. "Freckles," as Phillip is nicknamed, is sure the sardines will return here when they have tired of their tour in Mexico.


**money...** NOW . . . see how much you save with Universal's new lowest-of-all low prices. For example: 25 h.p. Atomic Four now only $499.50! The 65 h.p. Unimite Four, $666.

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1. All bronze construction.
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For those not needing this extra protection there are available regular **FISH BRAND** *oiled,* and **ARROW BRAND** *rubber* garments made in all styles including jackets, pants, coats, aprons and hats. All good dealers carry these items or can get them for you.

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# CATCH MORE FISH...AND LOWER YOUR COSTS

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U. S. Patented Processed **NYLON TWINE**

*the original Patented, Processed*
**NYLOCK** Salmon Twines

*the original Patented, Processed*
**NYLOCK** Cabled Twines
U. S. PATENT NO. 2590586

| SIZE | YARDS PER LB. | BREAKING STRENGTH | SIZE |
|---|---|---|---|
| HB 34 | 13,055 | 4.5 lbs | 3 ply |
| HB 46 | 9,000 | 6.0 " | 4 ply |
| HB 69 | 6,000 | 9.0 " | 5 ply |
| HB 104 | 4,320 | 13.0 " | 6 ply |
| HB 139 | 3,000 | 17.0 " | 7 ply |
| HB 208 | 2,000 | 26.0 " | 8 ply |
| HB 277 | 1,440 | 39.0 " | 9 ply |
| HB 346 | 1,200 | 45.0 " | 10 ply |
| HB 415 | 963 | 51.0 " | 11 ply |
| HB 485 | 828 | 63.0 " | 12 ply |
| HB 554 | 720 | 77.0 " | |
| HB 624 | 644 | 86.5 " | |
| HB 693 | 576 | 92.0 " | |
| HB 762 | 520 | 103.0 " | |
| HB 831 | 500 | 112.0 " | |
| HB 900 | 475 | 120.0 " | |
| HB 1039 | 400 | 140.0 " | |
| HB 1247 | 320 | 167.0 " | |
| HB 1455 | 285 | 194.0 " | |
| HB 1663 | 240 | 211.0 " | |

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full range of sizes, from very fine
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*U. S. Patented NYLOCK Nylon Twine:*

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THE FISH NET & TWINE CO., 310 Bergen Ave., Jersey City, N. J.
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## Marine Radio Council Formed in California

A group of California commercial and pleasure boat owners, marine radio dealers and representatives of the manufacturers of marine radio equipment formed in February a council which will fill a long-needed service. The group, to be known as the Southern California Marine Radio Council, will study the problems of operation and servicing of marine radio equipment and will serve as a source of information in this field to all concerned.

The council will study all proposed legislation by the FCC and will forward all comments, suggestions, etc., to the FCC in Washington, D. C.

Members of the Council will also engage in a voluntary policing program, in order to avoid mis-use of marine communication by all factors, pleasure, workboats and commercial fishing boats.

Howard Hill, Southern California yachtsman, has been elected temporary chairman; Bob Rocker of Marine Radio Service, San Pedro, is temporary secretary of the group. J. Lee Smith, radio engineer of San Pedro with the FCC, serves as counselor for the new group.

At the first meeting, B. H. Linden, regional manager of FCC in the Southern California area, addressed the group.

A similar organization is now functioning in San Diego, known as the Port of San Diego Marine Radio Committee. There Jeff Peterson is secretary, with Ney Landry, FCC radid engineer, serving as counselor.

## OUR MISTAKE— Hope You Won't Want To Have One on Us

Doubtless you noticed the advertisement of Wood Freeman's Metal Marine Pilot on Page 208 of the **Pacific Fisherman Yearbook** for 1954; and maybe you noticed that the price was stated in very large type as $3.00. Yep, that's right, three bucks.

Sure you'd like one at that price; or a dozen of them at $36.

The catch is that the price actually is $300.00 — a decimal point having carried away and lodged in the wrong place.

The purse seiner **Loraine A.**, formerly of Monterey, has been sold by Andrew Zamberlin, San Pedro to Tony Bozanich, Pan-Pacific Fisheries.


Choose the FISHSCOPE for

**SIMPLICITY...**

Built by Edo, leading designer of Navy sonar, the Fishscope is the last word in reliability and long use between routine servicing. To further increase dependability of operation, the major elements of the Edo Fishscope are broken down to two simple plug-in units shown here. With these two spares, instantaneous servicing can be accomplished by untrained personnel at sea. Another "plus" with the Edo Fishscope!

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PFLUEGER LIMPER FLASHER

**Limper flasher.** 3 sizes. Nickel silver chrome finish. 36" music wire leader.

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Use separately or in combination. Limper flashers are tops as herring dodgers. Long-lasting Pflueger quality. Made in U.S.A. by the third generation of Pfluegers.

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*90 years making fine tackle*

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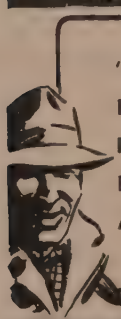

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24-HOUR SERVICE • REPAIRS
1000-Ton Drydock • Marine Railways • Complete Shops
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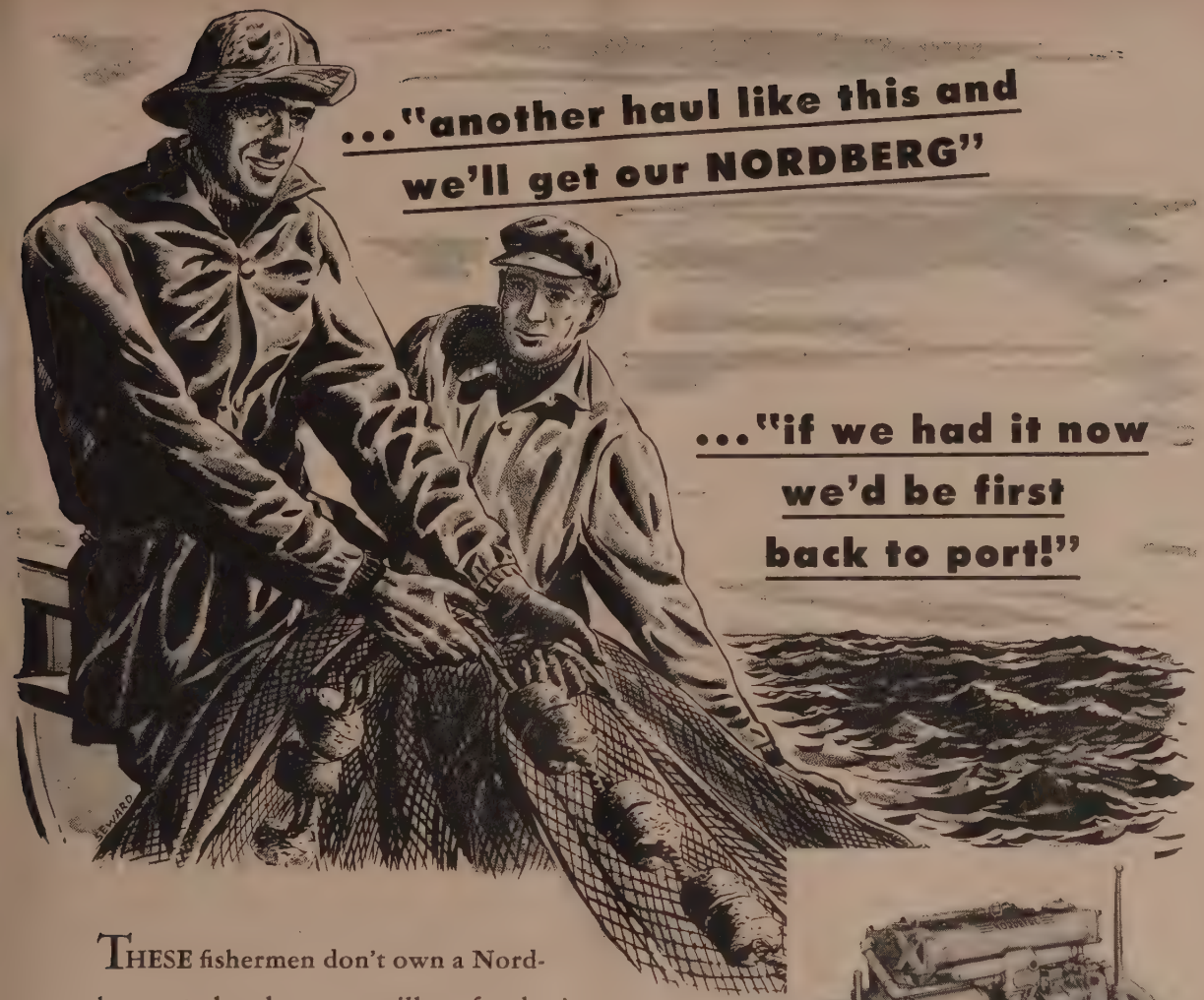

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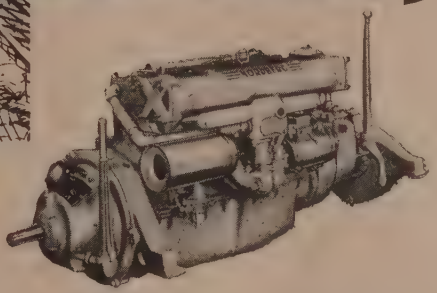
# ..."if we had it now we'd be first back to port!"

THESE fishermen don't own a Nordberg *yet*—but they soon will . . . for they've seen a lot of boats in the fishing fleet that *are* powered with Nordberg Gasoline Marine Engines, and they know that other skippers swear by the dependable, economical power delivered by these rugged engines.

For *your* new fishing boat, or for putting new life into that old hull . . . power with NORDBERG —in sizes from 95 to 155 hp.



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All models* available in four popular reduction gear ratios . . . or in hydraulically-operated reverse and reduction gears in comparable ratios at no extra cost.

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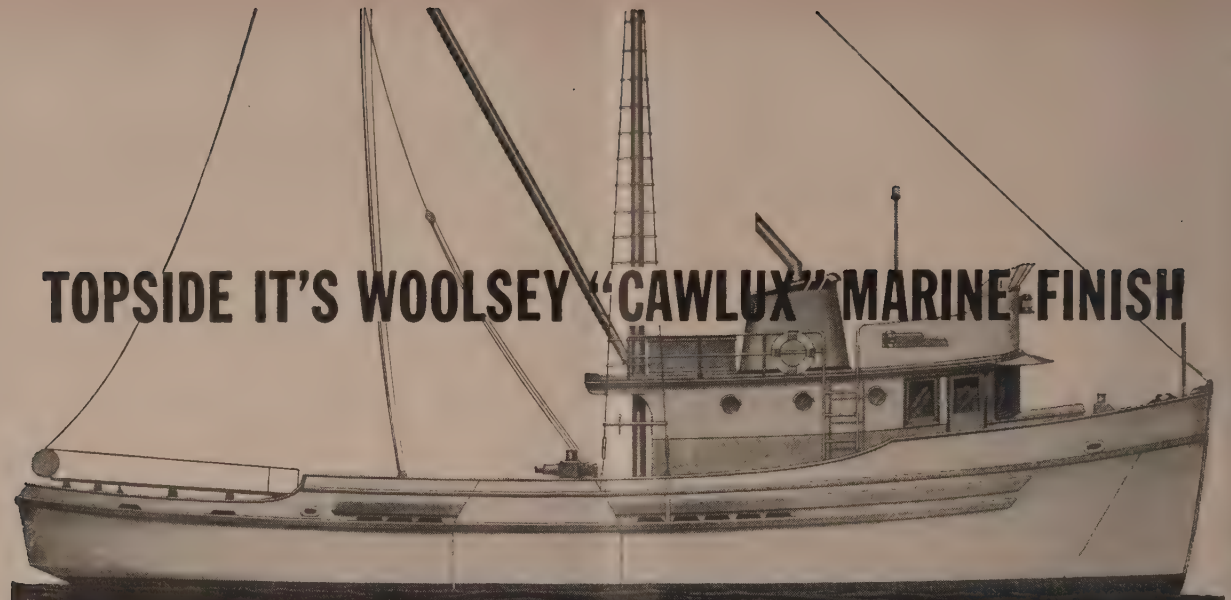
# TOPSIDE IT'S WOOLSEY "CAWLUX" MARINE FINISH



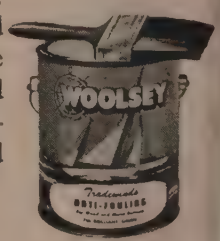
# ON THE BOTTOM IT'S "TRADEWINDS" ANTI-FOULING

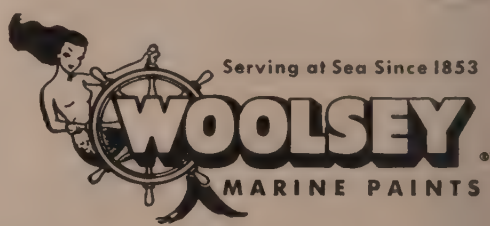
**DON'T BE PENNY-WISE AND DOLLAR-FOOLISH**

***Reduce High Cost Haul-Outs and Increase Your Profitable Hours Afloat by Using Higher Quality, Longer Lasting Woolsey Marine Paints on Your Boat***

**"CAWLUX" FACTS**—"Cawlux" Marine Finish withstands continued exposure to salt, hot sun, scrubbing, hard wear...every punishment a fishing boat must undergo...far better than ordinary paints. This is because "Cawlux" is made with a special alkyd binder that "imprisons" and protects the world's finest pigments in a tough, impermeable, flexible film. Yet "Cawlux" costs but slightly more per gallon! On the hull, trim, decks, cabin, spars, and other topside surfaces, "Cawlux" looks far better far longer than the average marine paint. "Cawlux" Whites come in Gloss, Semi-Gloss and Semi-Flat. Also available in a wide range of sea-tested colors. *It's false economy to use anything less than the best.* Try Woolsey "Cawlux" this season...and you'll agree!

**"TRADEWINDS" FACTS**—This highly toxic anti-fouling paint provides *season-long* freedom from barnacles, borers, grass and other attachments! For wood or steel bottoms, "Tradewinds" gives a smooth, tough finish in either Rich Red or Brilliant Green. May be applied over new wood or old paint in good condition, recoated in 3 hours, launched after 4 hours.




**C. A. WOOLSEY PAINT & COLOR CO. INC. • 229 E. 42nd St., New York 17**

Chiles Boat Co., 11333 Atlantic Blvd., Lynwood, California. Oregon Marine Supply Company, 235 S.W. First Avenue, Portland 4, Oregon. Pacific Marine Supply Company, 1217-1223 Western Ave., Seattle, Washington. San Diego Marine Hardware, 1520 Indi Street, San Diego, California. Weeks-Howe-Emerson Company, 255 Mission St., San Francisco 5, California.

# SAN DIEGO BITE-SIZE ITEMS

CITY OF SAN FRANCISCO crashed into the finger piers near the foot of Grape St., San Diego, when her engines failed to reverse. Campbell Machine Co. made the repairs to her bow . . . Cecil Drake, long a factor in the tuna industry at San Diego, has purchased the controlling interest in the **Sea Magic** and will use the boat to supply tuna, along with the **Gulf Star,** to the Puerto Rican cannery operated by the South Pacific Canning Co. of Long Beach. The **Gulf Star** was originally built for the menhaden fishery. Drake is now in Pascagoula, Miss., a center of menhaden operations . . .

JOE AND GEORGE SOARES have ordered the building of two new tuna clippers at the yard of National Steel & Shipbuilding Co. The boats will be of all steel construction and will follow the hull design of the **Sea Preme,** etc. Each will be 137-feet long and will carry about 300 tons of tuna . . . A five-bladed propeller has been added to the **Judy S,** George Soares' boat . . . George Aldridge, vice president of Radiomarine Corporation, was in San Diego in mid-February, in connection with research on the new Fischlupe, being sold in the US by RCA . . . Gerald Todd's abalone boat **Sea Daddy,** has a new engine: the new Chrysler Imperial, 2:1 reduction . . . Kettenburg made the installation . . . Ecuador is reported to have established a patrol of fishery operations in its waters. Two hydroplanes and six patrol boats are said to arrive in Ecuador soon to perform the patrol duty . . .

ANDY RAFKIN, formerly skipper of the **Long Island,** has transferred to the **Western Monarch** . . . the **California** was reported to have gone to Puerto Rico to unload tuna for the National Tuna Canner's plant there . . . **Sunlight** has been purchased by one of the Lower California fish canneries as a mackerel and sardine boat . . . **Star-Kist,** on an exploratory trip for tuna in South Pacific waters, was reported in a South American port for repair of damages to her keel when she hit a reef . . .

A NORDLUND-designed combination fishing boat is being readied for launching in Los Angeles harbor. The 42-footer is owned by Lee Perry . . . **Chicken of the Sea,** Van Camp's research boat, has been equipped with a **Sea Scaner,** sold through Paul W. Hiller Co. and installed at Fellows & Stewart . . . The latter yard has just completed a steel-pipe mast for the **Liberator,** about 36-feet . . . Paul W. Hiller Co. will exhibit Washington stoves, Exide batteries, etc., at the Los Angeles Boat Show in mid-April . . .

CIRCUS TIME will be the theme of the Fishermen's Fiesta this year, to be held in October, announces Don Loker, Fiesta chairman . . . **Yellowtail** has joined the fleet of California Fish & Game patrol boats. She will work out of Port Hueneme. The boat was built at Jeffries Boat Works in Venice . . . Josephine Mayar, Star-Kist Foods Inc. employee, became the bride of Nick A. Mandich in early March . . . Gerald Zar, son of Joe Zar of Marine Hardware Co., was recently awarded a trophy as an outstanding young San Pedro golfer . . .

JOHN L. RADOS, head of the Harbor Boat Building Co., has been nominated for president of the San Pedro Rotary Club for the year beginning July 1 . . . Mr. and Mrs. J. S. DeSilva Jr.—he is president of South Coast Fisheries and of the California Fish Canners Assn.—recently spent a holiday in Honolulu . . . Prospective members of the Fishermen's Cooperative Auxiliary at San Pedro attending a recent Valentine Day's tea were: Mmes. Louis DiMeglio, Andrew Katnic, James Melzer, Milan Zar, Orfeo Kostrencich, Tom Mardesich, Toni Trutanich, Constantino Zardeneta, Vince Simich, Sam Mircovich, Samuel Carr and John Carr . . . The **Santa Rosa** was recently looted of $100 worth of tools while docked in Los Angeles harbor . . . Mrs. Anton Fiamengo is installed as president of the Yugoslav Woman's Club of San Pedro . . . Frances Karels recently announced her engagement to fisherman Michele Trama, San Pedro . . .

MONTGOMERY PHISTER, Van Camp Sea Foods Co. vice president, has been chosen as a Los Angeles county delegate to the 21-member executive committee of the California Marine Parks and Harbors Assn. . . . The **American Venture,** Bill Horner, is now equipped with a "Little Bull," power megaphone sold by Radiomarine Corp. of Wilmington, Calif. . . . Mrs. John Rados is the new president of Mary Star of the Sea Altar Society, San Pedro . . . **Suomi** burned to the waterline and sank off San Clemente Island. Bill Whitlock of Wilmington was rescued by the **Reno** . . .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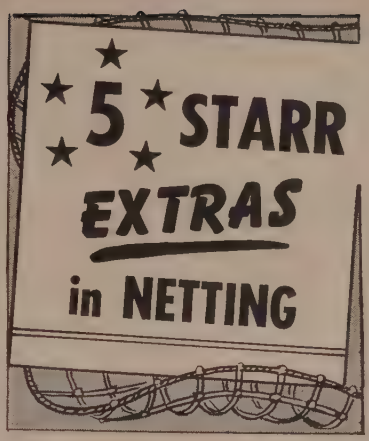


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Born from the finest quality twine to give year in year out unmatched performance.

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Knotted just so to a perfect mesh for rugged use free from knot slippage.

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Strength without bulk — easy to handle because it's made from light, properly twisted, balanced twine.

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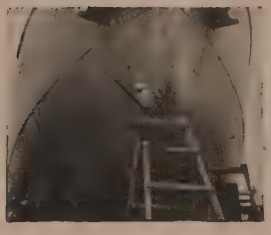
# Be ready when fish are running

Don't be slowed down with a foul bottom or hauled out for repainting when the fish are there. That's the time for fishing. That's why so many smart fishermen everywhere are using "INTER-TROP" Antifouling Bottom Paint, made by International Paint Company, Inc., specialists for over 70 years in the making of Marine Paints. It gives real protection against fouling of all kinds and retains its antifouling properties far longer than do ordinary bottom paints. Send for descriptive folder.



**FOR METAL BOTTOMS**

INTERNATIONAL has developed a combination of a primer and an antifouling paint that offers the maximum protection and preservation of metal bottoms. Send for the two circulars, "SILVER PRIMOCON" and "INTER-TROP".

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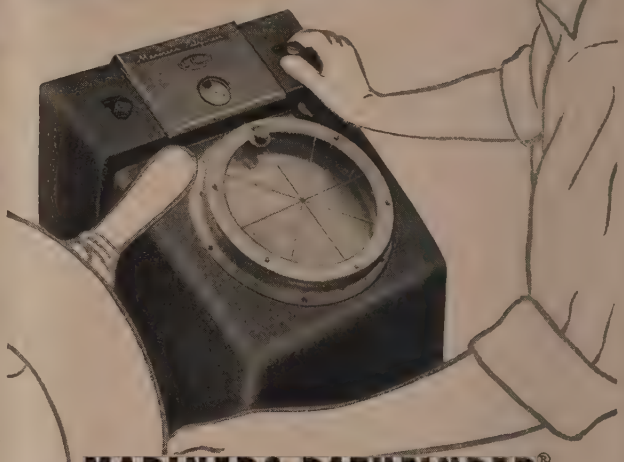
WORLD'S LARGEST MARINE PAINT MAKERS

# NEW RAYTHEON RADAR FITS ANY VESSEL



## MARINERS PATHFINDER® MODEL 1500

Now you can enjoy all the advantages of modern Raytheon Radar regardless of the size of your vessel. The new Mariners Pathfinder Model 1500 Radar is designed to fit the limitations of both *space* and *cost* in fishing vessels, harbor boats, tugs, etc. yet has the famous Raytheon high quality performance to make it equally valuable as a low-cost or "stand by" radar for larger vessels.

Ranges are 1, 2, 4, 8 and 16 miles. Minimum detection range is 50 yards. Indicator unit can be mounted overhead, on bulkhead or table. Big 10″ scope is inclined for convenient viewing in any position. *Reflection Plotter*, *Parallel Line Cursor* and *Tune-Test Meter* are standard equipment.

***Write for complete information***

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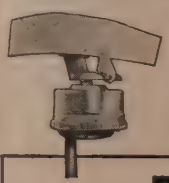

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**INDICATOR-RECEIVER**
May be mounted in horizontal, vertical or overhead position in the most limited space.

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## Humboldt Crabbing Hits Trough, While Northern Catches Ride the Crest

Rough weather for prolonged periods and poor crab feeding conditions off Eureka were blamed largely for a decline in crab production in the Humboldt Bay area during the first 2½ months of the current season, according to a consensus among local fishermen and dealers. Deliveries at Eureka since the opening of the season in mid-December totalled slightly more than 818,000 pounds at the end of February, considerably below the normal figure for this period.

Off the Oregon and Washington coast current crabbing is the best in years.

Quite a large quantity of crab being handled and processed at Eureka plants were coming from Crescent City, where conditions seemed to be somewhat better than directly off Humboldt Bay.

Commenting on the situation, Chester Hall, president of the Northern California Crab Boat Operators' Association, described the season generally as "poor," stating that few crabs are being taken in deep waters. Hall was hopeful that the arrival of spring would see an upturn in operations and deliveries.

Robert L. Skauge, vice president of the same group, said:

"There are years they show up and years they don't. This is one of those years they don't. It's just one of those things. Feeding may have something to do with it."

Dealers voiced the general opinion that the current season to date is the poorest in the last four years, but were hopeful of improvement in conditions as the season advances.

Exact cause of the slump remained a mystery, although heavy storms were a definite factor which deterred operations. Some observers believe that the crabs have migrated, others that inundations of fresh water brought on by onshore floods in the larger streams may have had some effect on the feeding grounds. In the latter connection, some pointed out that timber operations along the upper reaches of the streams have largely denuded the watersheds, resulting in flood conditions at more frequent intervals.

Prices remained generally stable at 14c per pound for dockside delivery during the period, although a few dealers had dropped to 12c.


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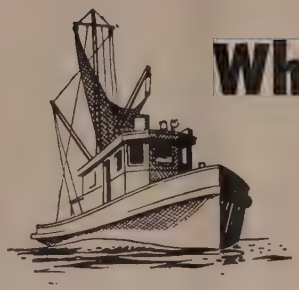


# What's the best gear for your boat?

Any experienced boat-owner can answer that question: the best gear for *any* boat is the gear that offers *greatest flexibility and ease of operation — runs smoother and quieter — and offers the longest, most trouble-free wear life.*

To provide the best Marine Gears for any boat up to 340 hp, Twin Disc has developed such advanced performance features as Fluid Coupling Drive — which eliminates mechanical connection, dampening engine torsional variations and propeller shocks, and cushioning the shift from forward to reverse . . . Rubber Block Drive with rubber-in-compression, to cushion boat operation and withstand reasonable misalignments without excess strain . . . single-lever control, instant response . . . operation at full-power and speed in either direction of rotation.

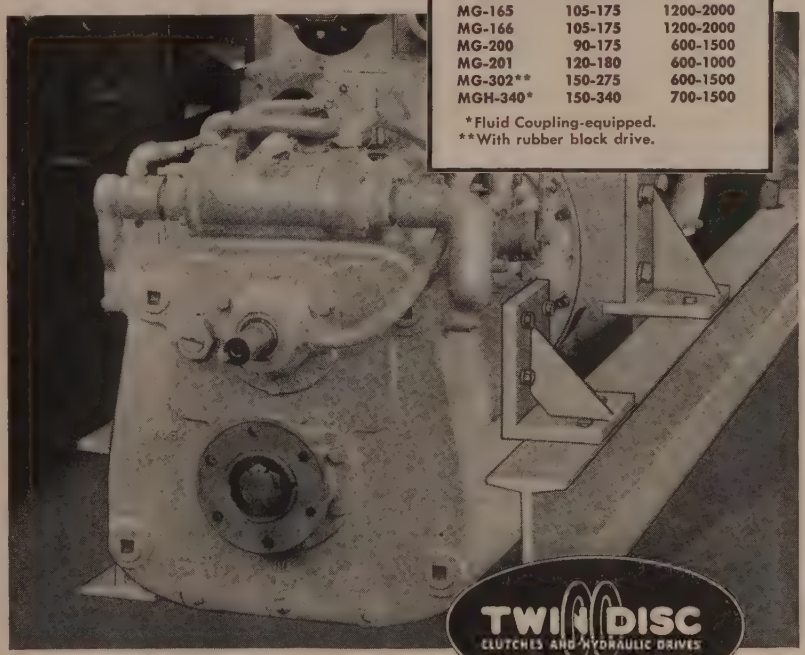
For complete information on the best Marine Gear for your boat, write Twin Disc, Racine, Wisconsin, for Bulletin 301-A.

**A FULL RANGE OF SIZES**

Based on continuous engine output rating

| Model | HP Capacity | Engine RPM |
|---|---|---|
| MG-61 | 40-110 | 900-2500 |
| MG-165 | 105-175 | 1200-2000 |
| MG-166 | 105-175 | 1200-2000 |
| MG-200 | 90-175 | 600-1500 |
| MG-201 | 120-180 | 600-1000 |
| MG-302** | 150-275 | 600-1500 |
| MGH-340* | 150-340 | 700-1500 |

*Fluid Coupling-equipped.
**With rubber block drive.

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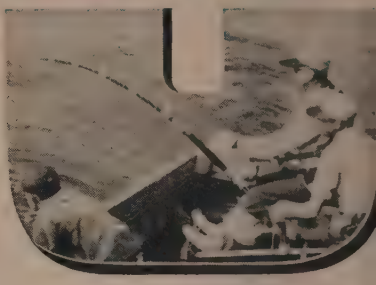

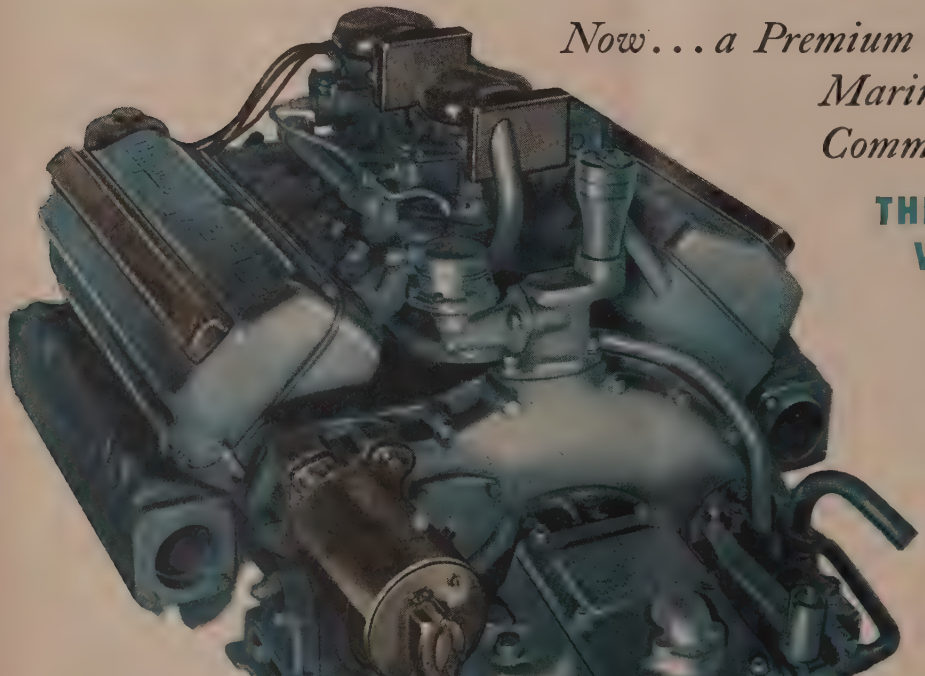

*Now . . . a Premium High Horsepower Marine Engine for Commercial Fishermen . .*

## THE CHRYSLER MARINE V IMPERIAL SPECIAL

New large bore, short stroke construction holds friction to a minimum, allows smooth operation and low "all-day" idling. Hemispherical combustion gets more power out of given amount of fuel.

High horsepower to weight ratio — 240 H.P., 1103 pounds (straight drive) — permits greater payloads.

Quickly and easily serviced — generator, carburetors, tappets, oil filler tube, oil level indicator and oil filter all set within easy reach. (Oil level indicator can be located on either side of engine.)

**Quality features and materials used throughout assure a long life of top performance. Space permits our listing only these few:**

Sodium-cooled, stellite-faced exhaust valves with valve rotators—greatly lengthen valve life through faster heat transfer and reduced wear.

Dual-pocket water pump—for efficient engine operation through equal distribution of coolant to each bank of cylinders.

Water-heated intake manifold for smoother idling and faster warmup.

Completely water-jacketed exhaust manifold together with water distributing tube—for even water temperature throughout manifold, best engine operation.

Completely splash-proofed ignition system protects engine operation from moisture and splash.

*For complete details, see a Chrysler Marine Engine Dealer or write for catalogue: Dept. 134 Marine Engine Division, Chrysler Corp., Trenton, Michigan.*

# CHRYSLER

AMERICA'S NO. 1 MARINE ENGINE

## Trollers' Cooperative Re-Elects All Officers

The Fishermen's Cooperative Association, composed primarily of Puget Sound salmon trollers, will have the same officers through 1954 as result of the re-election of the full staff at the annual meeting recently.

Adam Kanzler is president; Harry J. McCool, vice president; and Bert G. Johnston, secretary.

Re-elected to the board for three years were Mr. McCool and Reidar Hammer.

The members and trustees are continuing their plans for the expansion of the FCA facilities for the coming season with the installation of an ice plant with manufacturing capacity of 20 tons daily at the Westport, Wash., receiving station.

## Pedersen Builds for Trolling and Tuna

A new 42' by 12' salmon troller and Albacore boat is under construction for Leif Pedersen at the Nelson & Hansen Boat Works in Seattle. The yard built the hull and the house and Pedersen is finishing up the vessel, which will be powered by a 133-hp., Model 4-71 General Motors diesel with a 3 to 1 reverse and reduction gear. The boat was designed by Edwin Monk, Seattle naval architect. Before coming to Seattle, Pedersen fished out of Astoria, Ore., where he owned the troller "Snark."

## Eureka Trawling Feels Pounding of Storms

Winter storms along the northern California coast were reflected to a considerable extent in a decline in dragboat operations by the Humboldt Bay drag fleet, with a corresponding drop in deliveries of bottom fish during the first two months of the year. Part of the decline also was attributed to poor feeding conditions in northern California waters. Dover sole continued to lead in Eureka deliveries.

Prices for bottom fish remained stable during the period and, acording to W. O. Riley, secretary-manager of the Fishermen's Marketing Association, are considered entirely fair, with no indication of any disturbance in that direction.

Riley also stated that he planned a visit to the Half Moon Bay area this spring to confer with dragboat fishermen in that region relative to production problems. He stated that recently there has been a high production of petrale in that area.

Dealers and dragboat owners were looking for an upturn in the Eureka production with the improvement of weather conditions.

Early March witnessed a considerable movement of small boats from Eureka bound for Coos Bay, Oregon, and Grays Harbor, Washington, to engage in spring operations there. The group included a number of salmon fishermen who will remain in the north pending the opening of the salmon season along the northern California coast, May 1.

William Nye, formerly of Eureka but now living near Fort Bragg, California, recently paid a visit to friends in the Humboldt Bay fishing fleet. Nye for many years operated his own boat out of Eureka and is widely known in the Pacific fishing trade. He now operates a cattle ranch in Mendocino county.

Leslie M. Westfall, Eureka manager of the Humboldt Stevedore Company, Ltd., recently was appointed to the Humboldt Bay Harbor Commission by California's Governor Goodwin J. Knight, succeeding H. H. Quill, resigned. Westfall is chairman of the harbor committee of the Eureka Chamber of Commerce and also local agent for the San Francisco Marine Exchange.

After developing engine trouble off Mad River, on the northern California coast, the fishing boat **Anna Mae** was towed into Eureka by the U. S. Coast Guard. Skipper of the boat is Andrew Peterson, Trinidad. The craft is owned by P. W. West, Eureka.


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**KETCHIKAN, ALASKA**

# LINES and LEADERS

N. C. Brownell, nylon twine manufacturer, pictured in Seattle recently, where he named Consolidated Net & Twine Co., Seattle, as exclusive Pacific Coast distributor for "Brownie" brand nylon seine twine.

### Brownell Names Conetco Nylon Twine Distributor

N. C. Brownell, president of Brownell & Co., Moodus, Conn., was recently on the Pacific Coast to establish a distributor for the nylon seine twine and other nylon products manufactured by his company.

Mr. Brownell appointed the Consolidated Net & Twine Company as exclusive Pacific Coast distributor for "Brownie" Brand Nylon seine twine.

According to the joint announcement made by Mr. Brownell and Bob Lewis, president of Consolidated Net & Twine, the latter firm will carry adequate stocks of these various nylon twines in stock at all times to supply the growing needs of the fishermen for these twines.

### Raytheon Expands Radar Training for Skippers

An expansion of the Raytheon radar training school for instructing fishing skippers in the operation of marine radar and other electronic aids to navigation, was announced today by Raytheon Manufacturing Company.

The Waltham, Mass. electronics firm made the announcement concurrent with the closing of the Maritime Administration's Radar and Loran School at 45 Broadway, New York. A three-day course will be offered without cost to merchant mariners. The curriculum will include operating instructions for the "Mariners Pathfinder" radar, the use of the Raytheon reflection plotter, and operation of Submarine Signal "Fathometer" echo depth sounders. Instructions in making minor repairs and adjustments will also be given.

Raytheon is the world's largest manufacturer of marine radar. The company's new school is situated in a penthouse atop one of the plants in Waltham. Mariners wishing to take instruction courses should apply to Mr. K. B. Morison of the firm's equipment service department, Waltham.

### G. M. Detroit Diesel Has Motor-Servicing Film

A new strip film with sound, entitled "Servicing the Series '71' Cylinder" has been released by the Service Department of the Detroit Diesel Engine Division of General Motors.

The film, obtainable from Detroit Diesel Distributors and Dealers, covers inspection procedures to be followed in determining the re-usability of cylinder parts during engine overhaul and the step by step processing needed to restore such parts to factory-set standards.

Although the information featured already appears in the Division's service manuals and other literature, it is here brought together to present an effective graphic training aid for mechanics in the Division's service outlets and for fleet operators maintaining their own repair facilities.

### Cincotta Lines Include Metal Leader Specialties

Cincotta Bros., Monterey and San Francisco fishermen's supply and equipment firm, has been appointed distributor for northern California for Duratest "49" stainless steel fishing leader.

According to Tony Cincotta, owner, Cincotta Bros., the leader is constructed of 49 separate strands of the highest quality stainless steel wire. It is manufactured by the Sevenstrand Tackle Mfg. Co., Long Beach, Calif., which also manufactures leader sleeves for the new wire leader, and a special crimping tool.

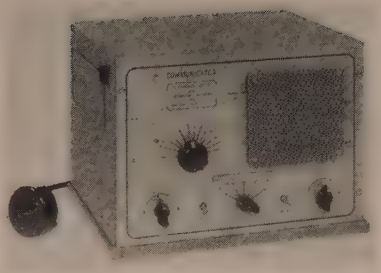
Another product is Sevalon, a leader material made of harddrawn stainless steel wire, processed with a coating of nylon, which is said to make it kink resistant, corrosion resistant, and with low visibility.

### Plymouth Cordage People Gather for Sales Meeting

A. L. Bergman, Pacific Coast manager, the Plymouth Cordage Co., flew from his San Francisco headquarters to St. Louis last month for a one day's sales meeting.

There he joined with managers from the South and Middle West in viewing a rough draft of the new Plymouth movie on rope uses in whaling, fishing, and other marine pursuits. The new picture will be released about May 1.

B. B. Bradley, vice-president in charge of sales, presided at the meeting, and William Scherff, advertising manager, told of the company's sales promotion plans for this year.



New Bludworth Marine Radiotelephone, Model BRT-1025, has a built-in power supply and is a 4-channel crystal-controlled 18-watt transmitter in accordance with latest F.C.C. rating. It includes a tunable broadcast receiver for music, weather reports, news, and operates on 6 or 12 volts DC. Daytime range is 35-50 miles and nighttime range 125-150 miles. The set is priced for the small boat owner.

### Hiller Firm Adds Mariner to Sales Staff

The Paul W. Hiller organization has added a new staff member in the person of Capt. Richard F. Carey, who holds master's papers unlimited. He will serve as an outside salesman for the Wilmington firm, covering the area from Santa Barbara to San Diego.

Having recently added the Edo Fishscope to its line as well as carrying the Sea Scanar, much of the work of Captain Carey in the fishing industry, as well as Robert Geddes, sales manager, will be on the new electronic lines and on Exide batteries, for which the Paul W. Hiller Co. is also distributor.

The Hiller firm is also distributor now for Bendix depth recorders, indicators and automatic pilots, for Sen-Dure products, Kidde fire systems, Olympic stoves, Mathers and Sperry controls.

### 1954 Line Presented in New Universal Literature

In a new 8-page, 2-color folder, Universal Motor Company pictures and describes its broad 1954 line of marine motors. All models including the new members of the line—the 95 hp. Explorer Six and 105 hp. Master Six—are featured. The folder carries condensed specifications on the entire line, including seven distinct series of 6-cylinder models, five separate series of 4-cylinder models, plus two models of their well-known Blue Jacket Twin and their single-cylinder 8 hp. Fisherman.

A copy of the new bulletin may be obtained by writing Universal Motor Company, Oshkosh, Wis. Ask for the bulletin, "A Universal Model for Every Boat."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**General Motors Installations**

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SHORE LINE DIESEL MAINTENANCE

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**New! BLUDWORTH Communicator RADIOTELEPHONE BRT-1025**

Low in price, high in power, with day range of 35-50 miles, night range of 125-150 miles . . . built-in 6 or 12-volt power supply, 4-channel, 18-watt (latest FCC rating) transmitter with tunable broadcast receiver.

Prices: $285 for 6-volt—$288.50 for 12 volt model.
Both prices plus crystals and tax, F.O.B., N.Y.

*Other products:*

Radar ● Direction Finders ● Depth-O-Meters

**BLUDWORTH MARINE**

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Dealers in Los Angeles, San Francisco, Eureka, Portland, Seattle, Vancouver, B.C.

## When you ship green water

# ...KEEP DRY

U. S. Rubber Raynster workmanship means built-in dryness. Rubber compounds provide greater resistance to abrasions, sun and cold.

**U. S. RUFF-N-TUFF EUREKA SUIT**

• inside fly front • corduroy-tipped collar • rust-resistant ball and socket fasteners • underarm ventilation • overalls: elastic suspenders • cut-off band permits shortening, won't curl or ravel.

**BLACK EUREKA BOOT**

• duck-lined, shockproof, thigh-high...for maximum comfort.

**U. S. PEERLESS NEOPRENE SUIT**

• Neoprene outside, inside • resists acids, oils • corduroy-tipped collar • rust-resistant ball and socket fasteners • overalls: bib front, adjustable suspenders, cut-off band permits shortening without curling or raveling.

**U. S. SQUAM HAT**

• reinforced water-shed brim.

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FOR 110 V.A.C. OPERATION

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**IDEAL FOR SMALL BOATS**

**OVER 15,000 IN USE**

**Built-in corrector system** **Versatile mounting bracket**

**Special red lighting** **Half point card also available**

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CALIFORNIA: WEEKS-HOWE-EMERSON, 255 Mission St., San Francisco 5—ETS-HOKIN & GALVAN, 551 Mission St., San Francisco—218 Avalon Blvd., Wilmington
NUTTALL-STYRIS CO., 825 Columbia St., San Diego
BRITISH COLUMBIA: EDWARD LIPSETT, LTD., 68 Water St., Vancouver

## Wilbur-Ellis Assign Novitski to Peru

Frank Novitski has been appointed manager of Wilbur-Ellis Co.'s Peruvian operations, and will make his headquarters in Lima.

He takes the place of the late Barney Kitchens. Mr. Novitski is no stranger to Peru, having spent considerable time there during 1951 and 1952. Since joining the Wilbur-Ellis staff in June, 1946, Mr. Novitski has spent most of his time on foreign assignments. In February, 1948, he opened the office of Wilbur, Ellis (Pty) Ltd., at Capetown, South Africa, where he served until relieved by Charley Kamm in 1950.

Since then he has traveled extensively for the company, making a survey of the fishing business in other parts of Africa and in Europe. For the past few months he has spent most of his time furthering the company's frozen shrimp business in Mexico.

## Coastwide Boat Owners Protective Group Planned

Plans for a Coastwide Protective Association composed of owners of fishing, commercial and pleasure craft, are announced by M. O. Furford, 9015 Dibble Ave., Seattle, who says that the charter members—those submitting their names by April 1—will proceed with a mail election of directors during the month of April. Once a board of directors is elected, which will be done by each member nominating three men from the charter membership list; and directors elected by popular vote within this list of nominees, the association's program will be put under way, Mr. Furford declares.

He says that the program envisioned by the organizers will deal primarily with connecting inequities with respect to the taxation and insurance of vessels, and also with marketing conditions which restrict the popularity and per capita consumption of fish.

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**DATA**

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UNIT Fishing boat – "Jimmy Boy" transmission & differentials

OPERATION Hoisting nets

CONDITIONS Heavy drag on gears, salt water

OWNER Frank Iacono, San Pedro, Calif.

# Wear cut in net-hoist gears under tough conditions!

THIS GEAR ASSEMBLY, lubricated with RPM Gear Lubricant, is used to operate the net-hoist on the Fish Boat, Jimmy Boy, owned by Frank Iacono, San Pedro, Calif. Located under the deck, the gear case is often completely surrounded by wet fish and dripping salt water. Since using RPM Gear Lubricant, however, there has been no appreciable gear or bearing wear of any kind.

THE JIMMY BOY is 37½ feet long with a 12 foot beam, and is powered by a 3 cyl. GMC diesel. She fishes at night, mostly for mackerel and sardines.

HAULING IN SEVERAL TONS of fish every night is the job of this gurdy, here demonstrated by Mr. Iacono, who says, "We use RPM Gear Lubricant in both our net-hoist gears and the transmission on our engine, and never have trouble of any kind." Lubricant in the hoist gear assembly is changed about every six months. Rollers are used to help keep nets clear of gunwale.

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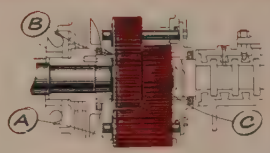


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# In Realism's Cold Light Pacific Fishery Problem Looms Large and Complex

COMPLEXITIES confronting three nations seeking to conduct their high seas fishing operations according to the principles of wise-use conservation came into sharp focus as the year rolled through March and men of the United States, Canada and Japan came to examine realistically the initial meeting of the International North Pacific Fisheries Commission.

The meeting had served to set in motion various wheels provided by the treaty between the three nations; but the road some wheels would run, and the grist that others would grind, is still far from plain—and far beyond the ken of men, be they commissioners or councillars, or the citizens of the three powers, to whom in the last analysis the commissioners are responsible.

When the meeting closed the principal questions which confronted the commission were still unsolved, although consigned to capable and conscientious committees. Happily, these committees were given some months in which to examine their problems thoughtfully.

### *Research and Biological Problem Is Two-Fold*

The problem before the committee on research and biology is essentially two-fold, for there are two primary questions in these fields posed to the commission by the treaty. They are:

**1. How to determine the maximum sustained yield productivity of a high seas fishery.**

Effective determination of the optimum catch which can be taken from a stock of fish without impairing the stock is exceptionally difficult even in the case of coastal fisheries; and obviously the problem becomes much more complex in the case of high populations in which many races, perhaps from widely separated origins, may be intermixed. In all fisheries currently under scientific study, it is probable that only in the case of the Pacific halibut can the level of optimism catch with sustained yield be determined with reasonable assurance of accuracy

**2. How to determine "if there are areas in which salmon originating in the waters of Canada and the United States intermingle with salmon originating in the waters of Asia" . . . "If such areas are found . . . to determine a line or lines which best divide salmon of Asiatic origin are salmon of Canadian and United States origin."** (The quoted passages are from the treaty itself.)

To the layman this problem may appear a comparatively simple one, which could be resolved readily by a routine tagging exercise. Intelligent contemplation, however, shows the question to be exceedingly complex; just how complex is best understood by the objective biologist with basic training in Pacific salmon biology.

### *Finance and Administration Questions Are Complex*

Principal immediate problem confronting the committee on finance and administration had to do with finance. The commission as a whole evidently acted at its initial meeting to dispose of the matter of administration for the first year, or until the form and functions of the North Pacific enterprise can be fully determined.

Financial matters have a number of aspects.

1. Expenses of the three national sections are met directly by the nations concerned.

2. A nominal budget of $30,000 for administrative purposes during the first year was adopted by the commission.

3. Principal finance problem arises in connection with the research program undertaken, and will vary widely with the scope of the project and the arrangements by which it will be carried out. Complications develop as result of the buying power of the different national currencies in terms of research effort; the availability of vessels; and the national interests involved.

For example: will Canada, with comparatively little current interest in the suitability of the 175th meridian as an easterly boundary for the Area of Abstention, be willing to participate in the cost of carrying out the research designed to test this suitability?

### *Milton James Named To Position of Director*

Although it had not then been officially announced, it was generally known at presstime by informed persons that appointment—at least temporary—as executive director had been offered to Milton James of the United States; and that he had accepted.

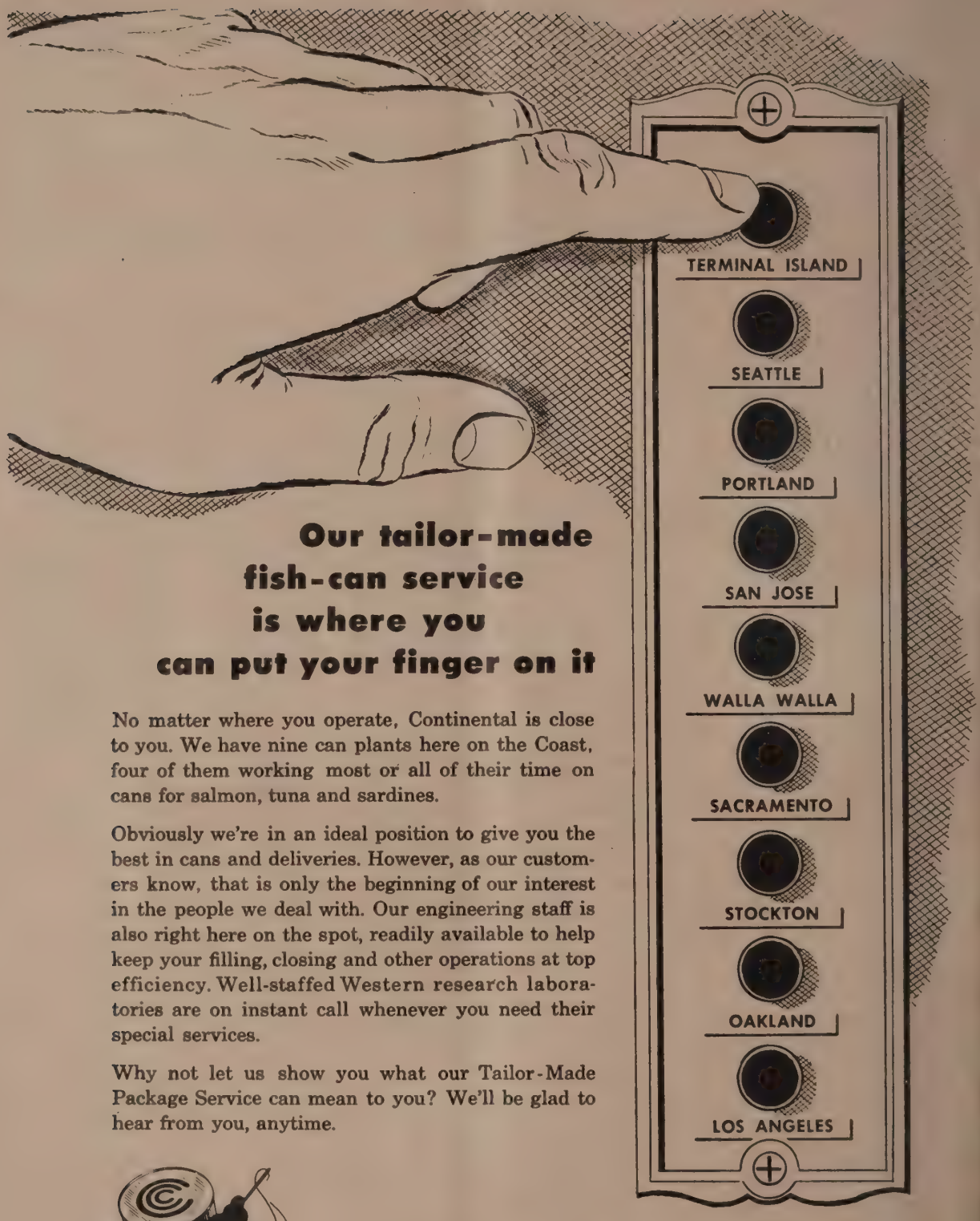
Milton James, who is expected to be announced as the first executive director of the North Pacific fisheries commission.

Mr. James currently is a member of the staff of the Washington State Department of Fisheries, where his duties are concerned primarily with releases between the state fisheries department of Federal departments with which it comes in contact.

He was formerly assistant director of the U. S. Fish and Wildlife Service, having retired in 1952. He was a member of the American delegation which negotiated the International North Pacific Fisheries Covenant in Tokyo in 1951; and was an observer at the initial meeting of the commission in Washington in February.

### *Japanese Research Intentions Disturbing to Americans*

In the closing days of the Washington meeting of the commission the Japanese explained that their biological research agency for some time had been planning a salmon tagging program which would involve fishing—for scientific purposes—to the eastward of 175 West Longitude. They said it was the purpose

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of the Japanese to carry-out their previous plans along these lines.

The announcement caused more than a ripple of interest, with American opinion strongly inclined to the view that:

1. With the commission set-up and functioning, such studies in an area plainly designated for study by the commission should be undertaken only as a part of its program.

2. The treaty says: "The Commission shall . . . determine if there are areas in which salmon originating—" etc., as quoted earlier in this article. While this language does not forbid one nation from embarking upon such studies independently, the "spirit and intent" of the convention would call for such studies to be undertaken only by the commission or under its unanimous direction.

3. Such operations by Japanese researchers east of the 175th meridian might be misunderstood by the American fishermen and public generally. This is the area in which Japan agrees to abstain from **fishing.** (There is no exception made for fishing for scientific purposes.) While the Americans showed no disposition to quibble about this point of whether scientific fishing east of the 175th meridian is permissible, there was a feeling that such fishing by the Japanese might have an unfortunate effect upon American public opinion; and that it could very wisely be deferred and not undertaken except as a part of the research program set-up by the commission.

The Canadian delegation appeared to support the Japanese view that it was proper for one nation, working independently, to carry out a research program planned in advance of the Washington meeting which put the commission on active footing.

Whether the Japanese would persist with their program for work east of 175, or whether they would modify it out of deference to the American attitute, was not at all apparent at presstime.

### *Precipitate Tagging Held Inconclusive by Americans*

American opposition to precipitate tagging of fish taken in mid-ocean waters of the North Pacific stems from the conviction that the determination of an "area of intermingling" of stocks is an exceedingly complex problem, which should be attacked only after thoughtful study has advised various approaches, each testing the other. Of these approaches, it is probable that tagging would be but one; and the whole problem will require years and the most careful and scientifically-proven work for its solution.

The argument runs on:

1. Salmon taken in the high seas operations in the vicinity of the 175th meridian are apparently feeding, and many of them are immature. Thus, they could not be expected to appear in their home streams for a year, perhaps two, after tagging.

2. In the meantime, they would be feeding in the vicinity of the fishery, and many of them would be captured there. If the immature fish were tagged to the east of the fishery, those taken by the fishery would show a westerly movement.

3. At the same time, with the salmon streams of the Asiatic coast in Soviet territory, it could not be expected that tags could be recovered there.

### *Pattern of Research Remains To Be Drawn*

The outline for the commission's approach to its primary problems remains to be drawn; and may be influenced profoundly by the Japanese decision with respect to their independent tagging project.

For example:

1. Development of independent national research projects in the treaty waters in the vicinity of the 175th meridian would tend to bring the commission to the status of a coordinating agency, something like the Pacific Marine Fisheries Commission, which would merely seek to harmonize and interpret the research studies of its independently-acting members.

2. Having adopted a broad plan for scientific study, the commission could assign individual subjects to various qualified agencies, public and private both, on a contractual basis.

3. The commission could create its own research staff, as was done by the halibut, salmon and tuna commission.

From the standpoint of finance, nationally independent research would be much the simplest. Each nation would finance what work it wanted and could but whether the results would be wholly acceptable to the commission or the scientific world is subject to question.

Financing of research by contract would be more difficult, but perhaps could be handled by appropriation secured by the national section of the agency to which the contract was awarded; or possibly from a general fund supported by the several members according to a formula based on interest and participation.

Research by the commission's own staff has obvious advantages, but at the same time presents problems of administration, finance and politics which appear difficult. Certainly, the national agencies of the governments currently charged with fishery research would oppose; and the problem of finance would be a complicated one.

### *Wide Public Interest In Enterprise Anticipated*

Operations of the International North Pacific Fisheries Commission appear destined to attract more general attention from the public, governments and industry than has been the case with the halibut, salmon and tuna commissions.

This condition is no doubt due in part to the tripartite character of the convention.

Moreover, the whole of the North Pacific, and all of the ocean fisheries thereof, are concerned.

Finally, the publicity attending the initial meeting; the invitation of a number of observers to attend; the evident interest in the convention as a means of conserving peace as well as fish, all tend in the United States at least to make the actions taken under the convention of much more general interest and concern than has been the case with the other Pacific fishery conventions.

While international usage may preclude wide-open conduct of the meetings of the entire commission, the American industry and public probably will not overlook Article II, Section 9, which says: "Each national section may also hold public hearings within its own country"; and may be expected from time to time to suggest such hearings.

Willingness of the American section to consult with interested persons was shown shortly after the adjournment of the first meeting in Washington, when three members of the section consulted in Seattle with the advisory board of the Fisheries Research Institute of the University of Washington, which for a number of years has been carrying-out scientific research in the salmon fisheries of Alaska.

John L. Farley came from Washington for the meeting, and Milton E. Brooding from San Francisco. Edward W. Allen of Seattle also attended, but Governor B. Frank Heintzleman of Alaska, the fourth commissioner, could not be present.

### *May and Autumn Meetings Are Planned*

The two Japanese commissioners who came from Japan returned last, leaving Seattle just at the end of February. They were Kyuhei Suzuki and Iwao Fujita, and the night before they left for the Orient they were the guests of honor at a dinner at the Rainier Club, given for them by Edward W. Allen, Seattle, secretary of the commission. Mr. Allen's other guests included men in the fisheries industry, administration and research.

The Committee on Research and Biology is expected to meet in Japan in May for consultation on the programs developed by its several members; to harmonize them and approve a plan which the committee can recommend to the commission.

The next plenary meeting of the commission probably will be held in Vancouver, B. C., late in the autumn, probably in October.

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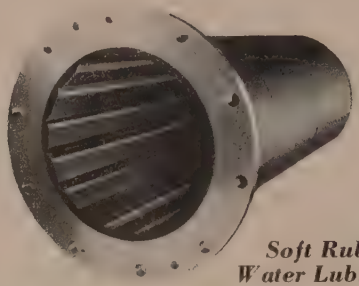

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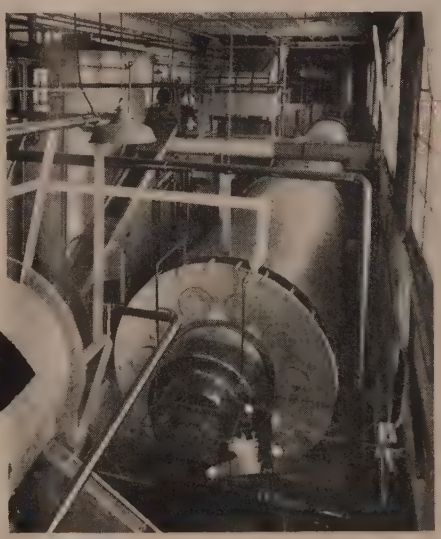

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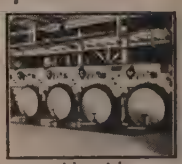

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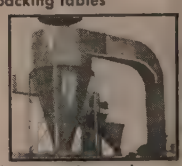

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# STERN MEASURES

## '54 Alaska Fishery Regulations

**In general, the 1954 Regulations are looked upon as providing emergency measures in an effort to reverse the decline manifest for years under the former methods of management.**

**More thoughtful approach is to be hoped for in the regulations for subsequent seasons. Such approach would seek to shape management to biological research findings, such as resilience of the species; varying productivity of races, perhaps runing to the same streams at different times; and the profound influence of natural physical factors.**

Stern treatment which John Farley prescribed last fall as the first measure for reversing the downward plunge of Alaska salmon productivity became the official 1954 Alaska Fishery Regulations with comparatively little modification of the original pattern, save in the case of Cook Inlet.

There the Service beat a full retreat. The only vestige remaining of the original program was a limitation to 45 meshes on the depths of gillnets. Even the escapement-encouraging program for the Kenai and Kasilof Rivers was cashiered. Disagreement as to the 1953 escapement to those spawning areas led to the let-down, and pointed-out the necessity of adequate, objective and dependable stream surveys for those controversial streams in future.

### *Bristol Bay Curtailment Estimated 65% of Effort*

Although at presstime the consolidations and voluntary curtailments on Bristol Bay had not yet been completely determined, those close to the picture estimated that the reduction in fishing intensity would amount to 65%. This does not necessarily mean that there will be a proportionate drop in catch, as the remaining gear naturally would tend to be more effective. This is a point which should not be overlooked in appraising the result of any of the restrictive measures adopted.

Beside consolidations and voluntary gear curtailment, the regulations prescribe a number of changes which are expected to encourage escapement. For example:

a. Sizes of the several fishing districts are greatly reduced. This makes it possible to protect specific runs. Furthermore, the smaller size of the districts, coupled with a requirement for a 48-hour period of idleness before shifting from one area to another, is expected to provide a large measure of control upon the tendency toward indiscriminate migration of mobile gear, with destructive concentrations on the better runs.

Despite hue and cry raised at the hearings last fall, and more silently since, the Service stuck by its position in opposition to the recent development of purse seining at the entrance to Bristol Bay. This was accomplished by closing the waters of the northeasterly portion of the Alaska Peninsula area, except Port Heiden, where fishing is limited to beach seines and gillnets from Aug. 10 to Sept. 30.

### *Tightening and Easing*

On the Pacific side of the Peninsula the easterly portion abutting on the Chignik district was closed to all fishing.

As forecast last fall, the mid-season closure of the Kodiak district has been halved to one week—a change received gratefully by the Cook Inlet operators.

Prince William Sound remains closed entirely, save for the gillnet fishery working the Eshamy Bay Reds.

Healthy conditions on the Copper River permitted a continuous season from May 1 to Sept. 18, and an extra 100 fathoms of net permitted during May.

### *148 Trap Sites Shut In S. E. Alaska*

Reduction of 50% of the fishing intensity in Southeast Alaska—set-up as an objective by Director Farley—worked-out to the closure of 148 out of the 266 trap locations active last year. (The call for closure was always strictly on the basis of **effectiveness**, rather than of **numbers** of units of gear.)

With respect to seining, the reduction took the form of closing a number of bays in each Southeast Alaska district. The extent to which this will actually reduce the seine catch remains problematical. The Service policy as evident in the regulations was to close relatively small areas instead of major waters. The enforcement problem under such piecemeal closure necessarily will be a difficult one, but the Service is pledged to provide enforcement in a degree of effectiveness not recently approached. It is obvious that adequacy of enforcement is an essential for rehabilitation.

### *Minor Attention Given To Research Findings*

Although the 1954 Regulations in general attacks the Alaska depletion problem solely on the empirical basis of curtailed fishing to provide greater escapement, there are a few instances where seasonal adjustments seek to apply the data developed by research.

Thus in several districts fishing is permitted over a longer period, seeking to utilize the late and early fish with their lower productivity, while taking a greater escapement out of the productive peak of the run by restrictions on gear and waters fished.

## Chapman and Real At International Parleys

Dr. W. M. Chapman, director of research, American Tunaboat Association, left March 7 for Caracas, Venezuela, at the invitation of the U. S. Department of State to attend the tenth Inter-American Conference as advisor. He represented the entire Southern California commercial tuna fishery through the Tuna Council of the Americas.

John Real, general manager, Fishermen's Cooperative Association of San Pedro was in New Orleans, March 17-19 attending the Gulf States Marine Fisheries commission meetings. Interests of both men were in discussions of territorial waters.

## Charles Anet Retires From Co-Op Board

With 50 years of service to the Union Fishermen's Cooperative Packing Co. behind him, Charles Anet of Astoria retired from the board of the company at its annual meeting in February, which for many years he had served as office manager.

# NORTH PACIFIC FISHERIES TREATY A TRIBUTE TO MILLER FREEMAN

Thor Tollefson, Washington congressman, who delivered the accompanying address, and who is the acting chairman of the House Committee on Merchant Marine and Fisheries.

## Thor Tollefson Speaking —

MR. SPEAKER, in keeping with the thought that we should send flowers to the living I desire to pay tribute to a great citizen of the Pacific Northwest, who resides in my congressional district.

Activation in Washington this month of the International North Pacific Fisheries Commission crowns the career of Miller Freeman, Seattle industrial publisher, and his half-century campaign for the conservation of the world's fishery resources through the means of international agreements applying scientific research and intelligent management to the end of "use without destruction."

The North Pacific Fisheries Treaty, under which the United States, Canada, and Japan are undertaking the development of that ocean's fisheries on the basis of sustained yield is the third such treaty which has come into effect in large degree through the vision, faith, and efforts of Miller Freeman. All have grown in the pattern of the first, through which the United States and Canada in 1942 agreed to joint management of the Pacific halibut resource. Largely conceived and carried through negotiation to actuality by Mr. Freeman, the halibut treaty and the research and conservation achieved under it have stood for 30 years as the world's best example of achievement in the field of international fisheries conservation.

Some 20 years ago, the United States and Canada, again under the leadership and stimulus of this man, united their efforts to solve scientifically the perplexing riddle of the once fantastically abundant Sockeye salmon of the Fraser River. From virtual extinction, this run today is rebuilding into one of the rich natural resources of North America. What was virtually lost to men, through this treaty which Miller Freeman shepherded into being now promises to yield food and wealth to Canadians and Americans forever.

With the end of war in the Pacific, Miller Freeman undertook to stimulate thinking throughout the Pacific States to the end that a means might be evolved to prevent destruction of the fishery resources of the North Pacific through reckless international competition. Out of his suggestions grew the Pacific Fisheries Conference, an exceedingly interesting agency in which all elements of the fisheries, unions and owners, workers and operators, crewmen and scientists, unite their efforts to solve fishery problems of common concern. From its inception early in 1946, Mr. Freeman has been the modest chairman of this conference, out of which has come the International North Pacific Fisheries Treaty.

This treaty raises a new concept of conservation. In it the three nations agree to pool their scientific research through the tripartite commission, studying the fisheries which they develop to the end that the crop can be harvested without impairing the future, and that the yield may be sustained at maximum levels. It goes even further in that the nations agree that: Where a fishery resource has been under development, is utilized to its full capacity, is under scientific study and management directed at its conservation, nations not previously engaged in the fishery should abtain from entering it.

Here is a breadth of common concept which has never appeared before in the field of international fisheries. It is a concept and an achievement which has grown out of the thinking and working of Miller Freeman for 50 years in the field of fishery conservation, in the sense which counts wise use as the very essence of conservation.

This man is a publisher, not a scientist, not a fisheries expert. He is the founder and builder of one of the leading industrial publishing houses of this country. His earliest memory is that of traveling through the mountains of Montana with a knock-down print shop carried in two covered wagons which served as well to bear and shelter the Freeman family.

His father was a Confederate soldier from Culpepper Court House, Va., who after the War Between the States chose the way of the West,

EDITOR'S NOTE — This address by Representative Thor Tollefson of Washington was delivered in the United States House of Representatives Monday, February 8, while the International North Pacific Fisheries Commission was holding its initial meeting in the national capital; a meeting which Mr. Freeman attended at the invitation of the Department of State as the only non-governmental advisor to the American delegation.

where he published an unique newspaper—the Frontier Index—which moved with the frontier, west and west.

Miller Freeman was born in Ogden, Utah, 79 years ago. As I have said, his first memory recalls the journey as the wagons moved on to Butte. Then to Yakima, in my State of Washington.

As a very young man, Miller Freeman launched forth as an editor and publisher on his own on Puget Sound. In 1903 at Seattle he founded Pacific Fisherman, the first of his numerous industrial journals, most of them devoted to the natural resource industries. Some of them deal primarily with the Pacific region. Others, like Pulp and Paper, The Lumberman, Mining World and The Log are national in scope; and all are international in reputation and respect.

A naval captain in World War I, Mr. Freeman has served my State for many years in many ways—and particularly in enterprises which required forward vision, faith, courage, and energy abounding. America's first, and still only, great floating bridge would never have come into being if he had not fought through to fulfillment the enterprise which the engineers conceived, but could not of themselves achieve.

Miller Freeman has made his mark and served his country well in widely varied ways. In this new treaty, with its wider concepts, he serves all mankind, for the Pacific—whose productivity the treaty protects—is one of Earth's richest reserves, with resources that, wisely used, can furnish man with food and wealth forever.

## Wilbur-Ellis Selling Kimmerle Fish Pump

Wilbur-Ellis Co. has become the sole distributor for the Kimmerle Fish Elevator, manufactured by the Meletron Corp. of Los Angeles, according to an announcement by Marius Thisted, in charge of sales for the pump.

The pump made its debut in the fishing industry in Southern California, where it works for the majority of the canneries and is also installed on the tuna boat Defiance.

## "Squeaky" Anderson Suffers

Commodore C. E. "Squeaky" Anderson, USNR Ret., suffered a heart attack in Seattle early this spring and at presstime had been confined to his penthouse quarters overlooking the Lake Washington Ship Canal for some weeks. He was reported making satisfactory recovery.

Mr. Anderson last spring disposed of his interests in the Seldovia Bay Packing Co., but retains those in the cold storage plant and reduction plant at Seldovia.


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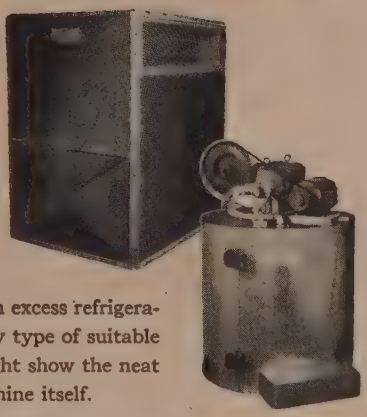

The new Vilter *Polarchip* brings you a new kind of ice—made in your plant, as you need it—at costs far below purchased ice. *Polarchip* gives you dry, crisp flakes, or chips of ice small enough to handle and pack around the product easily, yet large enough to prevent arching over products. You can buy the compact 3-to-5 ton *Polarchip* machine with a compressor, or you can use your own excess refrigeration capacity. Ice can be stored in any type of suitable bin until it is needed. Views at the right show the neat housing, and the new *Polarchip* machine itself.

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# Tuna Imports Rise 32%

Imports of frozen and canned tuna into this country from Japan, Peru and Chile in 1953 totaled 140,010,372 lbs., compared to 106,135,454 lbs. in 1952, a rise of 32%. The breakdown is shown below:

| | 1953 | 1952 |
|---|---|---|
| Tuna, fresh or frozen: | | |
| Japan | 77,362,393 | 50,985,206 |
| Peru | 11,600,162 | 12,223,228 |
| | 95,037,524 | 69,002,942 |
| Tuna, canned in oil: | | |
| Japan | 4,088,658 | 4,204,248 |
| Peru | 295,875 | 33,205 |
| | 4,683,044 | 4,288,477 |
| Tuna, canned in brine: | | |
| Japan | 28,397,510 | 18,573,070 |
| Peru | 534,887 | 251,230 |
| | 30,048,172 | 19,032,530 |
| Bonito, canned: | | |
| Peru | 10,100,038 | 13,347,320 |
| Chile | 64,050 | 440,562 |
| | 10,241,672 | 13,811,535 |

Other countries contributed both frozen and the canned product, for a total frozen of 5,790,288 lbs. in '53 against 3,725,235 lbs. in '52. Canned was relatively unimportant:

| Frozen in '53: | Lbs. | Canned (oil) '53: | Lbs. |
|---|---|---|---|
| Costa Rica | 594,883 | Azores | 10,650 |
| Canal Zone | 860,000 | Portugal | 211,910 |
| Ecuador | 2,057,754 | Angola | 34,191 |
| Misc. | 2,277,651 | Canned (Brine): | |
| | | Angola | 128,553 |

## Jack L'Amie Dies

John H. "Jack" L'Amie, who for many years was superintendent of the Columbia River Packers Association's great Elmore cannery at Astoria, died there in February.

He had been an employe of the C.R.P.A. since 1917 and was active until a short time before his death as result of a heart ailment.

## European Trip Emphasizes Conservation's Importance

Robert Dignon, manager of the Northern Products Corporation's Seattle headquarters, returned in March from a seven-weeks European trip with the firm conviction that the Pacific Northwest, British Columbia and Alaska must improve and intensify their fisheries conservation programs — particularly in the case of salmon.

Throughout the Scandinavian countries, and along the Rhine, Mr. Dignon saw and heard evidence of fisheries depletion that he believes could have been prevented in large degree, and to the enormous benefit of the regional economies concerned.

Prospects for export salmon business to Europe are improving slowly, he believes, but trading continues dependent upon the European exchange position and the selling prices of our products.


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Made in the West, Tubbs Extra Superior Manila has long been a favorite with Pacific Coast and Alaska fishermen.

Careful blending of first grade Manila fibers plus special lubrication and treatment for water repellency make Extra Superior Manila unsurpassed for toughness, strength and easy handling flexibility. And you'll find, too, that Tubbs costs less to use because it stays stronger, lasts longer.

Whatever your fishing requirements, there is a Tubbs rope engineered to do the job right. For pot warp, purse lines or general deck use, choose Tubbs — a trusted name in rope since 1856.

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TUBBS CORDAGE COMPANY

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FOOD FISH MARKETING

Section of PACIFIC FISHERMAN--

*News and Views of National Trade in Fish and Shellfish*

April 1954

# Tuna Sales Keep Sharp With Production Also Up

Tuna sales across the country to beginning of Lent were reported in Southern California canning circles as considerably ahead of the same period in 1953. Some estimates placed wholesale sales for the initial two months as 1,500,000 cases.

Two reasons were given: (1) that the canned tuna market is continually expanding; (2) and perhaps more important is the fact that, although as of January 1 Southern California had agreed to a $30 per ton increase across the board, leading packers continued to quote 1953 wholesale prices even to March 1.

Announced increase of $1.00 per case, f.o.b. Pacific terminals, effective January 1, meant little or nothing. However, with the volume buying caught up by beginning of Lent, and the belated increase in west coast quotations becoming inevitable, packers will be watching the April barometer to see what effect the latter will have at the retail level at an estimated advance of 2c per can.

While receipts of raw tuna at Southern California plants were 67% ahead of 1953's January and February, calculations of experienced observers along the waterfronts disclosed an opinion the Southern California industry could hardly be 500,000 cases ahead of 1953 by June 30, despite the fact the domestic fishery in the first six months of last year suffered disastrous high-seas conditions extending far beyond the equator.

If this proves to be the case—and who knows how to predict the unpredictable tuna fishery?—the industry should be in excellent shape for the balance of the year.

Foreign imports of raw fish are running somewhat ahead of last year, yet for February the Southern California industry received only 10,002 tons, representing 514,000 cases, in which 2,300 tons of Albacore, Yellowfin and Skipjack were imports.

# British Buying Takes Slack Out of Red Salmon Situation

Sir Andrew Jones of the British Ministry of Foods, came to town with a million dollars to spend, took all the slack out of the American canned salmon market in Seattle one day late in February.

Shooting for about 40,000 cases of Alaska Red talls, he was able to get offers of only 32,000 cases of the kind of salmon he wanted; but that amount of export business, placed unexpectedly on the only kind of salmon which was at all long on the primary market, served to firm-up the only sloppy situation. The purchase is said to have taken about 20% of the unsold supply of Red talls.

True, the British drove a sharp bargain, and many American packers weren't interested, but the substantial transaction, quickly and neatly turned, looked like good business to a number of the freer sellers.

The goods purchased were all canned in Alaska from fresh fish — that the British specified.

Satisfied that he had gotten all the Reds of the kind he wanted which were available at the price he was willing to pay, Sir Andrew went back to Canada with about $200,000 left on hand. This he spent promptly for Sockeyes, bringing the U. K. purchasing in British Columbia to approximately $4,200,000.

Over there his buying is said to have absorbed something like 89,000 cases of Pinks; 114,000 cases of Sockeyes; and such supplies of Medium Reds and Steelheads as were available.

## "Buck" Paup Ill

E. O. "Buck" Paup, sales manager of P. E. Harris Co., suffered a heart attack early this spring and has been away from his office for some weeks. At presstime he had recovered so satisfactorily that he had been able to go to California for further convalescence.

## SOUTHERN CALIFORNIA CANNED FISH MARKETS

Quoted F.O.B. Pacific Terminals at Presstime.

| | |
|---|---|
| TUNA— | |
| Advertised Brands: | |
| White Meat, Fancy | $16.50-$17.50 |
| White Meat, Chunks | 14.25- 15.25 |
| Light Meat, Fancy | 16.50- 16.75 |
| Light Meat, Chunks | 14.25- 14.75 |
| Light Meat, Grated | 10.50- 10.75 |
| Private Label: | |
| White Meat, Fancy | $15.00-$16.00 |
| Light Meat, Fancy | 14.50- 15.00 |
| Light Meat, Chunks | 13.00- 13.50 |
| Grated | 10.00- 10.25 |
| MACKEREL— | |
| Pacific, tall, nat. | $ 9.00 |
| Jack, tall, nat. | 8.50 |
| ANCHOVIES— | |
| 5 oz., 100s, t/s | $ 6.75-$ 7.75 |
| Talls, 48s, t/s | 7.60 |
| SQUID— | |
| Talls, brine, 48s | $ 3.60-$ 3.75 |

## Brown Shrimp Bolsters Mexican Pacific Trade

Shrimp from the Mexican Pacific fishery was coming across the international borders of Arizona and California at a rate of around 2,000,000 pounds monthly. In February the total was around 1,800,000 lbs.; for January 2,306,393 lbs.

From fishing locations from Guaymas to Salina Cruz trawlers were bringing in brown shrimp, and this was affecting the wholesale price for frozen, layer pack, brand names, but not to any important extent. For example, in early March, quoted F. O. B. west coast, under-15 was offered at 93c per lb. for white; 88c for brown, with demand brisk.

Fishing off Salina Cruz, which for some 60 days had kept probably 50 trawlers busy was slackening in March and from a per-trip 2 to 3 tons per vessel, the average had dropped to 1½ tons. This presaged a northern migration for the fleet. Mazatlan fishing was quoted as good, Guaymas and the far northern waters, fair to poor. From Salina Cruz, the shimp was either being diverted to the east coast, or was coming to Southern California by refrigerated ship.

## Pacific Oyster Association Gets 32,420 Cases Seed

Seed order placed by the Pacific Oyster Growers Association this spring totaled 32,420 cases, according to Charles R. Pollock, association manager.

The seed will arrive from Japan at carefully timed intervals for planting in the principal oyster growing areas of the Pacific Northwest.

## Baffin Lobster "Splits" Score Impressive Success

One of the most successful products, and most successful promotions, to hit the New York City seafood sales complex in a long time has to do with Baffin Brand rock lobster "splits." These are large, specially selected, specially prepared and packed, New Zealand lobster tails.

They are divided lengthwise upon landing, carefully glazed and packed after a distinct method. Robert L. Stix of R. L. Stix, Inc., New York City seafood sales representative who imports the product, points to the "splits' " desirability on the basis of the quality inherent in "large medium" lobsters, but with portions in a size group for a single serving. This makes for convenience as well as economy. Moreover, the housewife finds that most of the drudgery has been taken out of lobster serving by the fact that there is absolutely no preparation left after the "splits" are packed. Cooking is the only thing left to do for these "half-shell" lobsters.

Demand for the "splits," which sell at a price substantially below those of whole tails, has run beyond early supply, but Mr. Stix says this is being corrected by current steamer arrivals. He attributes the beyond-expectations demand in part to the inherent attractiveness and convenience of the goods and in part to the success of the promotional program which he has put behind them. While the "splits" were first introduced in New York—where they have been imitated quickly and not very successfully—they are now being handled throughout the Middle West; and Mr. Stix currently is seeking distribution on the Pacific Coast.

Smiling over a tray of Baffin Brand rock lobster tail Splits, WNBT TV star Josephine McCarthy poses with Tex Antoine, her co-star in "Josie's Kitchen," and Box Stix (right), president of Robert L. Stix, Inc., who imports the Splits from New Zealand.

## Frank Elliott Sent To Israel for FAO

Frank C. Elliott, who for years was identified with the salmon selling business in Seattle, both in the sales department and later as Seattle manager of Henry W. Peabody & Co., has been assigned to Isreal by the Food and Agriculture Organization of the United Nations.

Since going to Washington on war service, Mr. Elliott has remained in the national capital when not on government assignment elsewhere.

FAO announcement says that he is rated as an "industrial specialist and transportation adviser of the Federal government and is to join the U. S. Operation Mission in Israel as chief of the industry division. He went to Washington in 1948 to head the food office of the National Security Resources Board, and when the board was discontinued in 1951 he served with the Office of the Quartermaster General (Army).

## Mann Wins Wendt Account in Boston

"Good Morning—"

That's the way Wm. A. Mann of Wm. A. Mann & Sons, Boston, has opened every letter he has written in many, many years of food brokering. That's the way he writes now to say that he is representing Ivar Wendt, Seattle seafoods distributor, in Boston and the New England territory generally.

The Wendt line is a comprehensive one, featuring the "Pacific Pearl" and "Keystone" brands, and includes canned salmon, canned crab, and a long line of specialties.

## Kelley-Clarke Company Announces New Partners

C. William Frankland of the Canned Salmon Department of the Kelley-Clarke Co., Seattle, became a partner in the firm recently, according to announcement by the firm, which also accepted as new partners

largest line of seafoods under one packer's label
Bumble Bee
quality keeps customers sold
COLUMBIA RIVER PACKERS ASSN., Inc.
Astoria, Oregon

Jack R. Murphey and E. L. Cook, Seattle; Robert A. Rupe, Portland; and Freeman K. P. Cullom of San Francisco.

The Kelley-Clarke firm recently lost Albert G. Biehl, a San Francisco partner, by death; while Glenn G. Dudley, a partner in the company at Los Angeles, retired with the first of the year.

## Canadian Fish Freezers Protest Discrimination

Fish packing companies in Vancouver, B. C., are protecting discriminatory restrictions on the sale of frozen fish in city stores as a result of an ordinance ostensibly put into effect to protect butchers.

Under the terms of this ordinance only grocery stores that can qualify for butchers' licenses can sell frozen food products such as fish. The smaller grocers of Vancouver are organizing to fight the by-law and they will have the support of the fishing industry.

J. N. Hyland, general sales manager of B. C. Packers, wrote to the Vancouver council expressing alarm over the council's discriminatory action against packaged frozen fish.

## Japanese Canned Tuna Prices Are Shoved Up

In line with the upward tendency of canned tuna prices in this country, the Tokyo Canned Tuna Sales Co. in February announced an increase in the fob. price of whitemeat tuna in brine from $11.20 to $11.70 per standard case of 48 cans of 7 oz. each.

New prices of other sizes: $10.65 for two dozen 13-oz.; $12.50 for six 6.6-lb. tins; $6.35 for 48 quarters.

The announcement was accompanied by an indication that the price of Japanese frozen tuna for export might be expected to advance by $10 per ton.

## Berger & Plate Move

Berger & Plate Co., San Francisco food brokerage house, has moved into new and more spacious quarters at 50 California st.

The company has represented G. P. Halftery Co. in northern California since 1951. It also represents Franco-Italian Packing Co., Terminal Island; Robinson Canning Co., New Orleans shrimp, and the company are also dealers in fish meals and oils.

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CANNED and FROZEN FISH
WANTED SALESMAN
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ATTRACTIVE COMPENSATION
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# "Red Breast" Success — Or How to Win a Spot in Gotham

One of the truly notable examples of what can be done in the way of merchandising canned salmon and building consumer preference is furnished by the success of Fred Gosse and his F. A. Gosse Co. in establishing "Red Breast" brand salmon in the great New York City market.

In the years since salmon was decontrolled after the war, Mr. Gosse has successfully established "Red Breast" as a leading brand in a fiercely competitive market. Even that competition will acknowledge the fact.

And this has been done with Cohoes in a market that traditionally has been devoted to Columbia River fancy Chinooks and Bluebacks, Puget Sound Sockeyes and the best of Alaska Red Sockeyes. New York City is definitely a "name brand" market, where "Bumble Bee" and "White Rose," "Krasdale" and "Icy Point" long have been leaders. Now, as result of a careful and consistent merchandising campaign, "Red Breast" has joined them, and Cohoes have come into the select circle of salmon favored by New Yorkers.

How was this done? To find out, **Pacific Fisherman** called last month on the man in charge: Ralph Kaufman of The John G. Paton Co.—and found Mr. Gosse present in person to help with the answers.

Mr. Kaufman sums it up in three primary points:

**1. Distribution first.** This was accomplished by simple spade-work merchandising which promised advertising support, and pointed to the price differential between Medium Reds and Sockeyes. When distribution had been secured in several of the smaller chains, "Red Breast" was ready for the second step.

**2. Consistent advertising,** persistently plugging the brand. Eleven newspapers in New York City carry weekly advertisements of "Red Breast;" and during much of the year it is featured by Mary Margaret McBride, one of America's leading home-help radio personalities.

**3. Sustained quality,** with careful selection of all goods given the "Red Breast" brand.

Points 2 and 3, plus of course the price differential in favor of Cohoes under most of the half-pound salmon offered in New York City, are credited by Mr. Kaufman (Mr. Gosse agreeing) with having made a place for "Red Breast" in the stores of the great chains in the area of metropolitan New York.

* * *

Frank Alioto, son of Sal Alioto, official of Consolidated Fisheries, Inc., San Francisco, is back on the job after a vacation trip to Denver and way points.

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← Home-Style PICKLED HERRING
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ALSO HERRING TIDBITS IN WINE SAUCE
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NEW ENGLAND FISH CO.
Seattle, Wash.
*Since 1868*
Producers ● Packers ● Distributors
Canned ● Fresh ● Frozen ● Seafoods

# British Salmon Buying Clears Market of Clogging Carryover

The complex market situation facing British Columbia's salmon industry at the beginning of the year as, a result of a big pack in 1953 and gradual elimination of many of the traditional export outlets, was greatly simplified when the United Kingdom placed orders for $5,000,000 worth of canned salmon in February.

It was the last "bulk" purchase to be made by the British government, and future sales will be negotiated by private buyers, who must first obtain export licenses and an allocation of dollars. It was the final job undertaken by Sir Andrew Jones on behalf of the British Ministry of Food which he had served through the war years.

Several months ago Sir Andrew, who had made his headquarters for some time at Ottawa, retired and went to live on his country estate in England. He came out of retirement to close his last big deal with the British Columbia fishing industry, and his "swan song" was a sweet melody for the canners and fishermen.

The contract war for 231,000 cases altogether, comprising 89,000 cases of Pinks, 30,000 cases of Coho and 112,000 cases of Sockeye. There was a supplementary order for 7700 cases of Sockeye, which Sir Andrew placed with British Columbia canneries following his return from Seattle, where he bought $800,000 worth of Alaska Red salmon.

The salmon purchased in Seattle was from six canners, and consisted of about 32,000 cases, 48 talls to the case.

This year's B. C. purchase by the United Kingdom represented a substantial increase over that of 1953, which was for 205,000 cases at a total price of $4,250,000.

British Columbia operators report that the British deal virtually cleaned out the available supplies of canned Pink salmon, large quantities of which had previously been sold in the United States as a sequel to the light Alaska pack. Estimates of the amount of canned Pinks sold to the American market by British Columbia from the 1953 pack vary from 300,000 cases to half a million. The total Pink pack was nearly 800,000 cases, one of the biggest on record. Britain would probably have taken more Pinks had they been available.

No one would hazard more than a rough guess as to the carryover in British Columbia when the fishing season commences this summer. In March there were still fair quantities of canned Sockeys and Chums on the market, but the air had been cleared by Sir Andrew's deal and anxiety over the prospect of heavy unsold stocks overhanging the market such as there were two years ago was pretty well dispelled. In 1952 the industry went into a new production year with 600,000 cases on the shelves waiting for a buyer. If the Canadian domestic market buys as much as usual—and lower prices eased the flow of canned salmon into consumers' hands—the industry should be in fairly good shape marketwise.

There is also a good prospect that Australia will buy some British Columbia canned salmon this year after staying out of the market for several years.

Under the new setup in Britain, with buying decontrolled except for allocation of dollars, British Columbia and U. S. canned salmon will face the open competition of Japanese and Russian salmon as they did before the war. Operators say they are prepared for that and that they would just as soon do business that way, without all the restraints imposed by Britain's bulk buying policy, now discontinued.

It seems obvious that British Columbia's success in getting a larger order this year was due in large part to the assurances given that the industry would do its best to increase the supply of dollars in Britain through purchase of British machinery and gear to as great an extent as practical. Last Fall a delegation of B. C. operators, including H. R. MacMillan, John M. Buchanan and K. F. Fraser, chairman, president and director, respectively, of B. C. Packers, and R. T. Hager, president of Canadian Fishing Co., flew to Britain to urge continued British buying of B. C. canned salmon and they in turn arranged for the increasing use by the industry of Welsh tinplate for cans, British equipment and supplies such as nets. B. C. Packers even placed an order with a Scottish shipyard for a gillnet boat to be built according to west coast specifications.

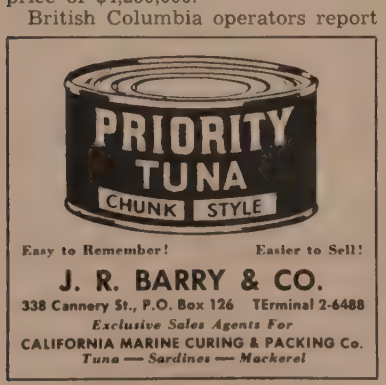
It was made clear, however, that while B. C.'s fishing industry would make every effort to patronize British manufacturers so as to provide the funds needed for British overseas buying in dollar countries the permanence of this trade would have to depend on the quality of the product purchased and the service that went with it.

## "Ocean Garden" Sticks Packed in California

Joining the "Fish Stick Parade," Marine Products Company, San Diego and Los Angeles, is packing the product under its top brand "Ocean Garden," prepared both in raw and cooked-breaded form. The company is using Islandic cod. Sales are handled by Reinke & Amende Los Angeles.

## Argentine Shrimp Are Imported to California

Pacific Packers Products Co., Beverly Hills, headed by F. N. Robbins is now importing frozen shrimp from Argentina, the product arriving in Southern California by reefer ship. Mr. Robbins says the shrimp arrive in excellent condition i counts mostly from under-15 t 21-25s.



## Pacific Crab Canning Active; Price Stable

Pacific Northwest crab canning was extremely active during the months of January and February, with every sign of continuing so through the spring months. Not in a number of years has the spring catch of crabs on the Oregon and Washington — particularly the Oregon — coast run as high as at present. Moreover, the 1954 crabs average exceptionally heavy, with recovery good.

Despite production at a level not matched in years, prices at presstime were reported holding firm at $13.50 per case of 24 for the known brands.

In early March Washington operations included: Pacific Pearl at Westport; Keystone at Ilwaco; Strand at Hoquiam; Grays Harbor Crab at Aberdeen; Kaakinen at Westport; Nelson at Tokeland; and perhaps others.

Oregon operations included: Point Adams at Hammond; Columbia River Packers Association at Astoria; Sigurdson at Seaside.

Going price for crabs on the Oregon Coast was 11c per lb., ocean run; with Grays Harbor buyers paying a cent higher at presstime.

The fresh crab market suffered some severe shocks during the first six weeks of the year, crabs selling at lower retail prices than noted in a long time. By early March the situation was somewhat improved. The heavy catches which had been made in Northern California waters by the San Francisco and Humboldt fleet had fallen-off and the Eureka boats to a considerable extent had moved north and were basing on Coos Bay, where the fishing was flush.

Hallmark at Charleston was not canning, but was reported buying heavily for shipment to the Columbia River.

With the season in full swing, and two months yet to go, there wasn't a chance of estimating pack total at presstime. Suffice it to say that already it was assured that the Oregon-Washington canned pack would be better than for several seasons past.

## Marine Radio Experts Plan Technical Conference

West Coast experts in marine radio and all those associated in the operation and regulation of marine radio will attend April 28-30 the first West Coast meeting of the Radio Technical Commission for Marine Services to be held in San Francisco.

During the meeting, at which E. M. Webster, Federal Communications Commissioner, will be chairman, the following subjects will be discussed: future of Very High Frequency in marine communication, international rules, federal regulations, harbor phones, etc.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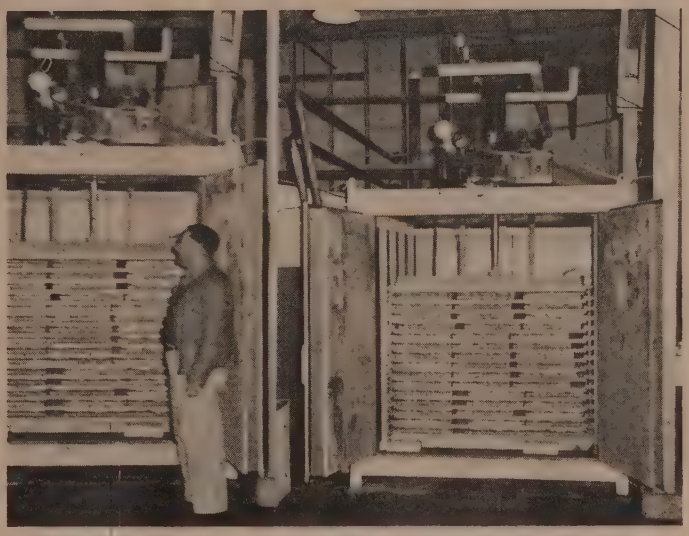

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It locates schools of fish . . . spots underwater hazards that can hang nets . . . aids in navigation and survey work . . . functions as an underwater depth indicator. Fish and other objects appear as short horizontal traces on a cathode ray tube.

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SPECIAL SERVICE ON COMMISSION SHIPMENTS

# Record B. C. Herring Catch Barely Below 200,000 Tons

Operators and fisheries officials were reasonably certain at presstime in March that all records for herring products in British Columbia would be broken in the 1953-54 season.

With only a week or so remaining before the close of the Spring fishing, some 195,000 tons of herring had been harvested, which would show a fair margin over the figures for the last few seasons, all of which have been generally satisfactory, with the exception of 1952-53, when the fishery was inactive owing to the strike of fishermen.

In the past six years during which fishing has been carried on, more than a million tons of herring have been taken in British Columbia waters. As usual, the lower east coast area has been the most productive during the past season, with a total catch of some 53,000 tons, but the west coast has shown striking signs of recovery and more than 40,000 tons were taken before the season's end.

The brightest spot, however, was probably in the region around Skidegate and Burnaby Inlet, where fishermen were taking an average of 2,000 tons a day during the final weeks of the season. On February 28, a concentration of 13 seiners, plus several packers, hauled in more than 4,000 tons from what appeared to be a tremendous body of fish.

Reports indicated that about 86,000 cases of herring would be canned during the season, most of the late-caught herring going to the reduction plants. More than 31,000 tons of meal were processed and more than 3,200,000 imperial gallons of herring oil.

## Frank Alioto Buys Standard Fisheries Corp.

Frank Alioto, member of one of the best known families in the California fish business, has purchased the Standard Fisheries Corporation, San Francisco, and is now generel manager and sole owner of the business.

Frank is a nephew of Joe Alioto, formerly head of General Fish Co., and the nephew of Frank Alioto, F. Alioto Fish Co., and of Ignazio and Sal Alioto, Consolidated Fisheries, Inc.

He was raised in Denver, where his father was in the produce business, but in 1948 he became associated with Consolidated Fisheries Inc., in the sales office, where he was until this present move.

Tano Guaragnella, one of the best known members of the West Coast fish industry, the former owners of Standard Fisheries, Inc., has retired. Mr. Guaragnella has been in the fish business all his life. He has been associated with Standard Fisheries, Inc., for the past 20 years, and purchased the company in 1942.

Standard Fisheries, Inc., was founded in 1925, and is one of the leading producers of fresh fish, crabs, frozen fish, and other sea food items. The company is an Albacore and salmon buyer and facilities are provided for icing boats, bait and salt, and telephone and mail service for fishermen.

The company has modern and well equipped freezing and holding facilities at Fishemen's Wharf, and has a spacious filleting room.

## PAF Loss Tops Million

Loss of the Pacific American Fisheries, Inc., for the fiscal year closing with February ran in excess of $1,000,000, stockholders were told recently in a letter from E. E. Willkie, president. As result, the company for the second successive yerar passed its annual dividend.


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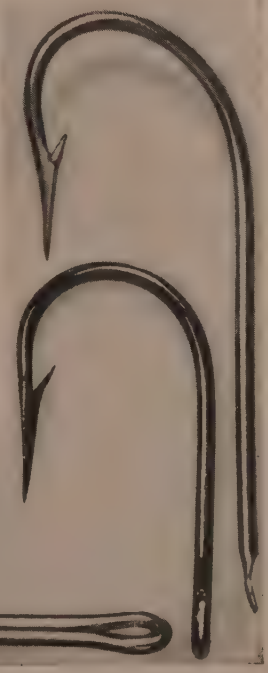

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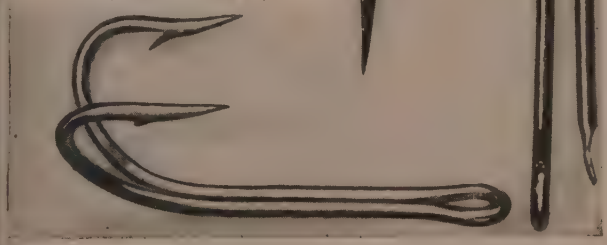
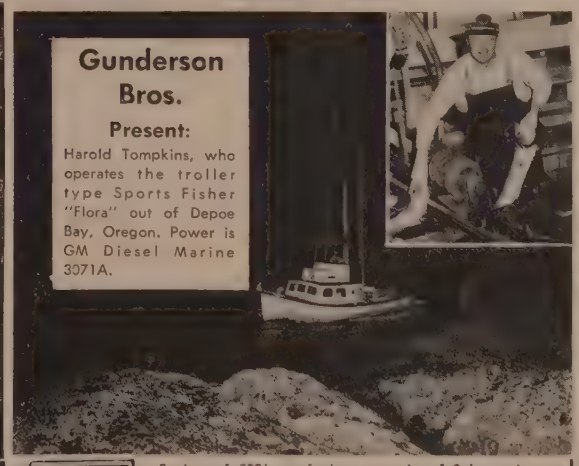


Gunderson Bros.
Present:
Harold Tompkins, who operates the troller type Sports Fisher "Flora" out of Depoe Bay, Oregon. Power is GM Diesel Marine 3071A.



GM GENERAL MOTORS DIESEL POWER
Outstanding for Marine Use!
NEW GM DIESEL 110 Tandem Twin

Saving of 50% on fuel costs, gain of 2 knots in speed, and increased "payload" of sports fishermen followed installation of the "Flora's" GM Diesel 3071A. Even more important to Tompkins is the safety of passengers . . . his GM Diesel **never** "konks out" in rough water, where maneuverability is important . . . especially when the Flora enters the narrow, turbulent inlet to dock. Tompkins fishes commercially for salmon, too, and finds GM Diesel power adaptable to both jobs.

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The Soares brothers, George and Joe, second and fourth respectively, approve plans prior to signing contracts for two 127′ steel tuna clippers, each costing around $500,000, in the office of George Dew, vice president and general sales manager, National Steel & Shipbuilding Corporation, San Diego. At left is Paul Preston, the yard's production manager, who will supervise construction. The Soares brothers have been prominent in the San Diego tuna fishery for many years, operations including the hook-and-liners JUDY S., LIBERATOR and EXPLORER. Clippers will be ready in late summer and will fish for Westgate-California Tuna Packing Company.

# Two New Clippers — One Million Dollars

One million dollars will be invested by a pair of San Diego brothers and expert tuna skippers when they take delivery of two new steel clippers from National Steel & Shipbuilding Corporation this summer. The hook-and-liners will be the first built at San Diego in two years. The owners will be George and Joe Soares, long identified with the tuna-fishing industry of Southern California.

Keels were laid in March, and the clippers will have the advantage of all the engineering skill and draftsmanship that many years of building these top-flight fishing vessels affords. The general pattern and equipment layout will be similar to two recent clippers built by NASSCO, **Sea-Preme** and **Conte Bianco.**

Length is 127; beam 30′ 6″. Cargo capacity is estimated at 330 tons. Construction details were not yet released on March 1, nor the complete list of auxiliary machinery and equipment, diesel, electrical and refrigerating.

Propulsion engine is to be, for both clippers, a 925-h.p. 12 by 15, 8-cylinder super-charged Enterprise diesel, with an unusual feature: 2:1 reduction gears. Tail shaft is specified as Monel, held with Goodrich Cutless Rubber bearings. Following the latest trend, the clippers will feature five-bladed propellers.

# "Judgment of Solomon" Halves Herring Quota in S. E. Alaska

Solomon, in the Bible story, sought to settle the dispute between two mothers over a child by having the baby halved, each getting an equal share.

Faced with a dispute over the Southeast Alaska herring fishery — whether the resource should be saved for the salmon, or fished for reduction purposes—John L. Farley, director of the Fish and Wildlife Service, applied a "judgment of Solomon."

He cut the herring quota in half for 1954.

The regulation probably won't completely satisfy anyone. Certainly, a 50,000-bbl. quota leaves little encouragement for the companies and fishermen to take the risk of an Alaskan operation; and the trollers will feel that any kind of a compromise is a defeat for the principle on which they waged their fight—that conservation of the herring population is necessary to sustain the troll salmon fishery and the economy of Southeast Alaska.

Decision to permit continuation of the herring fishery this year on a restricted basis was reached by the Service on the basis of the findings of its biologists, who reported:

a. That the lack of herring is not due to overfishing but to varying percentage survival of the year classes;

b. That the year class entering the fishery in 1954 is expected to show an improvement;

c. That adequate sampling of the summer herring population requires a substantial commercial fishery.

## Fish Divoteers Committees Bid For April 23

John Lauc, of Kayler-Dahl Fish Co., Inc., new president of the Fish Divoteers, the organization of active golfers in the fish affiliated industries in the Pacific Northwest, has announced the appointment of the following committees for 1954:

**Sponsors Committee**—J. G. Blasingame, Washington Fish & Oyster Co., chairman; Paul Deardorf, James Farrell & Co.; Randall Beard, New England Fish Co.; Steve Kipper, Can-Go Shippers Assn., Inc.; William Frankland, Kelley-Clarke Co.; Larry Wilson, Wabash Railroad Co., and Bill Lee, Seattle Marine & Fishing Supply Co.

**Entertainment**—Phil LeDuc, Fibreboard Products, Inc.; Ed Johnson, Booth Fisheries Corporation; W. P. Shiel, Jr., Walter P. Shiel & Co.

**Tournament**—Edward Verner, Leslie Salt Co., chairman; Ray Wallitner, Nickel Plate Road; Chas. Sherriff, B. R. Anderson & Co.; Frank Wright, Pyramid Fisheries Co.; Ray Kilhara, Main Fish Co., and Ike Alhadeff, Whiz Fish Products Co.

**Handicap**—Joe Brennan, Talbott Carroll & Co., chairman; Kenneth L. Williams, Dehn & Co.

**Membership**—Leif Eriksen, Northern Products Corporation; Gordon Davis, Oxenberg Bros., and Jake Pierce, Whiz Fish Products Co.

**Publicity**—C. L. Hillyard, Pacific Fishermen; Fred Geibel, Marine Digest, and Norm McGregor, San Juan Fishing & Packing Co.

Other 1954 officers are: John McCallum, McCallum-Legaz Fish Co., vice-president; Ralph Syverson, San Juan Fishing & Packing Co., secretary, and Bernard Anderson, Talbott Carroll & Co., treasurer.

Preparations are now under way for the Fish Divoteers' 16th annual spring golf tournament, which will be held Friday, April 23 at the Rainier Golf & Country Club in Seattle.

Recent San Diego meeting between canners, association officials and tuna clipper owners and skippers. Left to right: Gilbert C. Van Camp Jr.; unidentified; Harold F. Cary, American Tunaboat Association; William Gillis, Jr., and Bob Beaman, Van Camp; Ralph Madruga and "Dutch" Babcock, skipper and chief engineer, "American Lady"; George Soares, "Judy S," and Glenn Copeland.

## Nakat Advances Fonken To General Assistant

Several changes in operating personnel of the Nakat Packing Corporation were announced this spring by H. B. Friele, president.

William A. Fonken, in addition to continuing in his duties as superintendent of the Waterfall cannery becomes assistant general superintendent, backing up Eigil Buschmann, general superintendent for many years, who retires next fall.

Dennis Ryan, who has been superintendent of the company's Hidden Inlet cannery since 1923, retired February 1 of this year, being succeeded as superintendent there by Harold "Bud" Friele, who has served as assistant for a number of seasons.

## Pan-Pacific Preparing Tuna Plant Extension

Pan-Pacific Fisheries, Inc., Terminal Island is planning a large addition to the tuna, sardine and mackerel cannery, by a 40' by 400' extension, located on 16,000 sq. ft. adjacent to the plant. Construction of the new unit will give Pan-Pacific occupancy of an entire block, except for a corner now occupied by Marine Hardware's Terminal Island store.

## Canada's Fishery Council Meets Late This Month

Annual meeting of the Fisheries Council of Canada will be held in Ottawa April 26-28. Fisheries Minister James Sinclair will address one of the luncheon sessions. Several executives of the British Columbia industry plan to attend. Francis Millerd of F. Millerd & Co., Vancouver, B. C., is the president.

## S. D. Frequency Changes

The Federal Communications Commission, by public notice has this advice for all fishing vessels:

"All ship masters licensed to communicate on 2174 kc. with public stations at San Pedro, must change, on August 1, 1954, to the replacement frequency of 2009 kc."

## Panama Ratifies Treaty

The Panama National Assembly has ratified the instrument of adherence to the Inter-American Tropical Tuna Convention. It was expected President Remon would sign the document shortly and then name the Panamanian members of the Commission.


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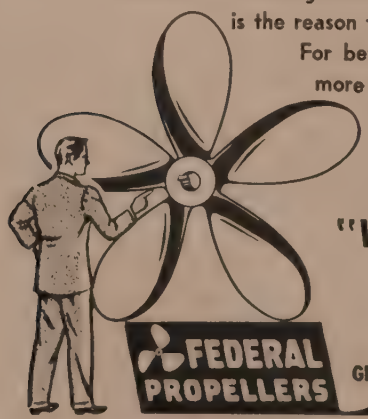

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## Alf Larsen To Head Vendsyssel Packing Co.

Election of Alf Larsen, one of the most widely known men in the Pacific cured fish business, as president and manager of the Vendsyssel Packing Co. of Seattle, succeeding the late F. A. Hansen, was announced early this spring by B. Kehler, president of Maison Vendsyssel S. A., Brussells, Belgium, who visited this company to consult with Mr. Larsen and plan the business course to be followed by the management of the American Vendsyssel company.

Vendsyssel Packing Co. is one of the oldest continuously active houses in the fish business in Seattle, having been founded there in 1898 as the American connection of Vendsyssel Packing Co., Copenhagen, Denmark, and Maison Vendsyssel S.A., with headquarters in Brussels and Paris.

Parent company of the Vendsyssel business is that in Denmark, headed by A. M. Vendsyssel, son of the founder of the House, the late K. M. Vendsyssel. A. M. Vendsyssel is actively in charge of the Danish business, and visited Seattle a few years ago in company with Mr. Kehler, who came this year from Belgium to appoint Mr. Larsen to the presidency of the American corporation.

Mr. Larsen for 26 years was associated with the Northern Products Corporation in its Seattle office, for much of the time as resident manager. Subsequently he conducted his own cured fish brokerage business, and assisted the late Mr. Hansen, his predecessor as president of the Vendsyssel company, for some time prior to Mr. Hansen's death late in 1953.

Vendsyssel Packing Co. under its new direction will continue in the same line of business as in the past, although somewhat increased activity is to be expected over that which has been possible under European conditions since before World War II.

The company's business largely is concerned with the export of mild cured and frozen salmon, either custom-packed to its order or purchased from goods meeting its specifications and the special requirements of the European market. While mild cured and frozen salmon are the principal items handled, some specialties such as salmon caviar also are exported.

Seattle office of Vendsyssel Packing Co. under Mr. Larsen is located at 5015 Forty-second Ave., Southeast, Seattle 6, Wash.

In commenting upon the current situation in the European fish trade, Mr. Kehler says he sees a fair chance of further growth in business between the Pacific Coast of North America and Western Europe. The dollar situation is steadily improving in Europe, and he reports that Germany and Sweden are again actively in business.

He believes, however, that the market for mild cured salmon needs "re-education," as he puts it, because for so long it was obliged to do without true mild cured salmon and the delicacy smoked from it.

The main handicap in this "re-education" is the high price of the commodity, which alone threatens the success of the mild-cure marketing enterprise in which the Vendsyssel companies are so keenly interested.

"If mild-cured salmon can be sold at a price which keeps it below the high-luxury level, then there is a splendid opportunity for re-building a business with Europe comparable with that of the years between-the-wars," Mr. Kehler said. "Otherwise, the opportunity will be lost and the business will go to frozen salmon, largely of Atlantic origin."

**Alf Larsen, left, new president of the Vendsyssel Packing Co., Seattle, and B. Kehler, Brussels, Belgium, president of Maison Vendsyssel, SA, who announced Mr. Larsen's appointment in Seattle in February. On the wall, upper left, Miller Freeman, president of PACIFIC FISHERMAN.**

# King Crab Fishing Hits New Pace in U. S. Waters

The King crabs are getting a run for their meat in Alaskan waters this spring.

Beside the principal trawling operation conducted by Wakefield's Deep Sea Trawlers, Inc., fishing the big steel trawler **Deep Sea,** with the converted seiners **Shelikof** and **Foremost,** three other seiners equipped for dragging went north early this spring.

They are the **John W.** and **Lorenz** of the Storfold & Grondahl fleet; and the **Don Edwards,** a famous combination craft commanded by Carl Edwards of the famous Vashon Island fishing family.

The first two vessels are delivering to King Crab Fisheries and the **Edwards** to Island Sea Foods, both oufits located at Kodiak.

The Japanese operations this season are expected to follow about the same scale as in 1953, with one floating cannery and about six principal catchers. At the Washington meeting of the International North Pacific Fisheries Commission there was a good deal of discussion of the King Crab fisheries of the Bristol Bay region, in which the Japanese are engaged, and American opinion seemed firm that research studies should be instituted in those waters at once in order to determine the degree of utilization which the population could stand without damage. It was generally felt that there should be no considerable increase in the amount of fishing done north of the Alaska Peninsula until careful research had been carried out, and then only if the studies indicated that high production could be maintained on a sustained yield basis which would not damage the resource.

The increased American activities noted above of course are confined to strictly territorial waters in the vicinity of Kodiak Island and Cook Inlet, where the fishery already is under regulation designed for its conservation. There was a surprising increase in the King crab fishing in the lower Cook Inlet waters last season, and this is expected to be further increased this season—if the crabs are there.

The 1954 Alaska Fishery Regula-

a WISE skipper uses...

# SEALER 900

**Makes boats absolutely water tight!**

There's nothing like Sealer 900 to stop leaks! Flows into seams, cracks and joints up to ⅛" in width. Being rubber, it expands and contracts — keeps boat dry. Plastic bottle sells for $1.35 at marine, sporting goods and hardware dealers everywhere. Buy Sealer 900 today!

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## PUGET SOUND SALMON

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**SOCKEYE**
"Snow Cap"—"Snowland"

**COHOE**
"Olympic"—"Ocean Spray"
"Green Breaker"

**PINK**
"Waterfall"—"Ocean Blue"

**CHUM**
"Golden West"—"Golden Glow"

***Cannery:*** **ANACORTES, WASH.**

tions spell-out the kind of gear that may be used for King crabs in these words: "King crabs shall be taken only with pots or with trawls having a mesh size of not less than 12 inches stretched measure between knots in the bag and 6 inches between knots in the wings, except that this requirement shall not apply to tangle nets prior to Jan. 1, 1955."

In other words, no tangle nets after this year; but this form of gear has largely been abandoned anyway.

Most notable provision of the regulations with respect to King crab fishing is the reservation of the productive waters of Kachemak and Kamishak Bays at the entrance to Cook Inlet to pot fishing.

This was a concession of expediency to the residents of the Seldovia area, who bitterly resented the appearance of the trawlers in those waters in 1953.

## Wendt Seek Hydaburg For Shrimp Operation

An active shrimp-packing operation, supplemented with crabmeat picking and troll salmon buying, was planned at presstime by Ivar Wendt, Seattle, for the Hydaburg plant of the Haydaburg Corporative Association.

Mr. Wendt is known to have submitted a proposed lease agreement to the Bureau of Indian Affairs in Washington. The proposal is understood to have received approval of the Alaska Native Service, and its acceptance in Washington was anticipated.

The Hydaburg Native community will consolidate its salmon operations in the Metlakatla cannery on Annette Island in the interests of economy. The plant at Hydaburg is thoroughly modern and fully equipped for shrimp and crab packing.

Shrimp grounds in the vicinity have been prospected and some have shown promise, while others need further testing. Mr. Wendt hopes that, if he secures the lease on the plant, he can devote its operations to shrimp in large degree, filling-in with crabmeat as capacity may permit. Troll salmon will also be purchased from fishermen, probably for freezing and mild curing, although it is possible that some might be canned in 4-lb. tins.

Mr. Wendt says the shrimp will all be picked and frozen in containers of various sorts. He is currently marketing a new pack of "Pacific Pearl" shrimp meat frozen in brine in "orange juice" type tins containing 3½ oz. net weight. (See Page 55, Pacific Fisherman for March, 1954.)

Lynn McKee, veteran shellfish cannery superintendent, will be in charge of the Wendt operation at Hydaburg, if it is consummated. He will be assisted by A. E. Allen Jr., of the Wendt staff.

# Half-Million Half-Year Tuna Gain is Predicted

Southern California tuna fishermen, "aided" by foreign imports of frozen fish, should produce between 55- and 58,000 tons for the first six months of 1954. This would mean the industry would pack about 3,000,000 cases; possibly slightly more. This would mean around 500,000 cases ahead of the same period in 1953.

In January the domestic fleets, tuna clippers and seiners, delivered 14,300 tons; imports from Japan totaled 1,113 tons. In February the combined fleets delivered 7,700 tons; imports from Japan and Peru were 2,284 tons.

Because of the abnormal run of late-year tuna off South America, the normal 3-month cycle of trips for the clipper (live bait) fleet was advanced a month.

Conservative estimates along the Southern California waterfronts in mid-March were that from the three sources of supply — clippers, seiners and raw imports—March would produce 14,000 tons; April, 20,000 tons, while May would slump to around 13,000 tons. Thus, the three-months yield would be processed into 2,000,000, with 1,000,000 already packed in January and February.

# Van Camp's Samoan Tuna Venture Aiding Islands

Van Camp Sea Food Company's foreign division held opening ceremonies recently in American Samoa, where the company has a five-year lease on a tuna cannery there. G. P. "Tex" Ellington, director of the division and Paul Hedrick, operations manager, presented the initial can of tuna off the line to Governor and Mrs. Richard Barrett Lowe.

From his observation of the Van Camp enterprise at Tutuila in its early stages, Governor Lowe has expressed his conviction to William C. Strand, director, Office of Territories, that the operation on Samoa is "destined to pay dividends in development of the fishery there."

**G. P. "Tex" Ellington, member of Van Camp Sea Food Company's foreign division, was recently in American Samoa for opening of the tuna cannery at Tutuila, on which Van Camp has a five-year lease.**

Plant capacity has been gradually built up and by early March personnel had exceeded 100, the cannery handling up to 10 tons daily.

Mr. Ellington, whose vast experience with tuna was developed from fisherman to clipper ownership to manager of Van Camp's fleet operations at Terminal Island, stated at Samoa the company was pleased with progress made. He stated it was encouraging that half the fish delivered was Albacore, and the large Yellowfin, customary with long-lining, were processing excellently as to color and texture.

To secure a source of raw supply, Van Camp contracted for a fleet of seven long-line vessels, under charter from the Japanese concern of Tokyo Suisan Kogyo Kaisha.

Instant success was enjoyed by the vessels, to the extent that an original contract calling for delivery at Samoa of 1,000 tons, was extended to 1,500 tons. Such tonnage being beyond the Samoa cannery's capacity, without a large cold storage plant, 1,000 tons of this was to be loaded aboard the refrigerated mothership **North Star;** 500 tons being allotted to the cannery.

Success of the long-lining venture would indicate a great natural resource may have been uncovered which, according to Governor Lowe, should be developed to the maximum. He suggested there was probably room for more than one cannery on Samoa, and if some other concern wanted to establish out there, it should be allowed to do so.

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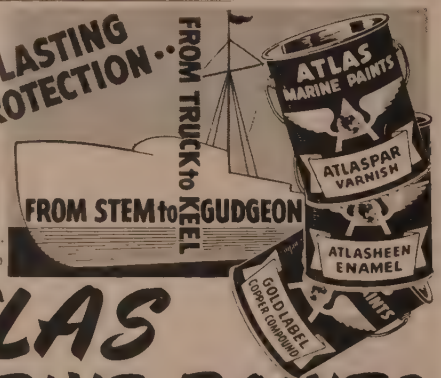


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# LINES and LEADERS

Henry McTamney, right, of Sponge Rubber Products Co., Shelton, Conn., toured the West Coast recently and visited with Sam Hayes, left, handling Southern district sales for the company which produces, among other products, Spongex net floats. The "Marauder," large purse seiner of San Pedro, recently hung about 2,000 No. 2 Spongex floats.

## American Can Building New Research Laboratory

American Can Company at Barrington, Ill., is constructing a new Research and Development Center.

The new scientific laboratory, through its improved and larger facilities, will make possible greater service to the container-using industries, and plans have been made for future expansion as the company's growth requires it, stated Dr. Roger H. Lueck, Canco's general manager in charge of research and development.

The center will initially house a staff of more than 150 scientific, technical, clerical and maintenance people.

In addition to administrative offices, the buildings will contain special laboratories devoted to food chemistry and nutrition, tinplate, coatings and other specialized types of research.

## Refrigeration Engineering Staff Attends York Sales Meeting

Sherman W. Bushnell, president of the Refrigeration Engineering Co., Seattle, led quite a delegation from his firm to Portland in March to attend the 1954 York Corporation annual regional sales meeting.

Executives of the York company from its headquarters in York, Pa., included John R. Hertzler, vice president and general sales manager, who discussed with the Pacific Northwest distributors and their staffs the company's products and policies in air conditioning, freezing, cold storage and ice-making.

Beside Mr. Bushnell, members of the Refrigeration Engineering Co. staff attending the meeting included: S. W. Bushnell, Jr., L. M. Johnson, J. Allan MacDonald, E. B. Genung, Ed Peck, Stanley H. Young, Frank Corr, J. L. Bromhamer.

## Sperry Names Top Staff Of New Marine Division

Appointment of two executives to key positions in the new Marine Division of the Sperry Gyroscope Company was announced here today by John L. Hammond, manager of the recently organized facility to be located at Roosevelt Field, L. I.

Effective Feb. 15, Frederick D. Bradden, Sperry director of marine engineering, will become chief engineer of the division and William R. Griswold, Sperry representative to U. S. Navy, will become marine division sales manager.

John L. Hammond, recently named to head the new Marine Division, is an engineer who has gained widely varied experience in sales, planning, pricing, manufacturing, and field engineering since joining Sperry in 1940. As manager of the new facility, he will direct the entire operation of the Marine Division plant as an integral autonomous unit physically separate from the main Lake Success plant.

## Continental Can Names Men In Shellman-Pacific Division

With the establishment of its new Pacific Sales Division, divided into Northern and Southern districts, the Shellmar-Betner Flexible Packaging Division of Continental Can Company announces the following appointments, according to B. C. Betner, Jr., vice president.

C. V. Ore is the new district sales manager for the Northern Pacific area, with offices in San Francisco.

T. H. Morris is district sales manager for the Southern Pacific area, with headquarters in South Gate.

Mr. Ore joined the former Shellmar organization in 1947 and Mr. Morris has been with the Betner group since 1936.

Mr. Betner also announced the appointment of F. S. Hinkle as director of product sales for the Shellmar-Betner Division. Mr. Hinkle, who joined the Betner company in 1939, has offices at the Division headquarters in Mt. Vernon, Ohio.

George P. Aldridge, seated, vice president, charge of sales, Radiomarine Corporation, New York, is shown in the Wilmington, Calif., office with George Ahrens, Southern California manager. Mr. Aldridge was on the coast in connection with the new electronic "fish-finder," Fischlupe, which RCA is distributing in the U. S.

## New Specifications Bulletin On P&H Marine Diesels

A new series of 2-color bulletins covering the full line of P&H Marine Diesel Engines for fishing boats, work boats and pleasure craft, is announced by Harnischfeger Corporation, diesel division.

Printed for handy reference and filing purposes, the new literature gives condensed specifications and information on this advanced line of 2-cycle diesels. The simplicity of these engines is also reported upon and illustrated by a picture which shows the ease of maintenance. A chart showing horsepower, torque and fuel consumption is included. Also, side and end view drawings list all dimensions.

All P&H models, 2, 3, 4 and 6 cylinders, 20 to 138 h.p. are covered in the new bulletins, a complete set of which may be obtained by writing Harnischfeger Corporation, Diesel Division, Crystal Lake Illinois.

## New National Bulletin Describes Lister Diesels

Lister stationary diesel engines, five models of 9 to 54 bhp., one to six cylinders, 3.75 x 4.5 in.), are described in a new 8-page illustrated Bulletin 5303 by The National Supply Company, Engine Division, Springfield, Ohio. Design features, specifications, and dimensional diagrams are included.


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